

# Project Traffic Analysis Report

Florida Department of Transportation

District One

SR 789 (Little Ringling Bridge) Project Development and Environment Study

From Bird Key Drive to Sarasota Harbour West

Sarasota County, Florida

Financial Project ID: 436680-1-22-01 & 436680-1-32-01

ETDM Number: 14384

August 2023

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

**PROFESSIONAL ENGINEER CERTIFICATION  
PROJECT TRAFFIC ANALYSIS REPORT**

I hereby certify that I am a registered professional engineer in the State of Florida practicing with Rummel, Klepper & Kahl, LLP (RK&K), and that I have prepared or approved the evaluation, findings, opinions, conclusions or technical advice hereby reported for:

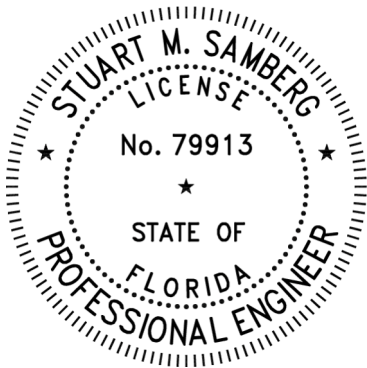
**Project:** SR 789 (Little Ringling Bridge) PD&E Study from Bird Key Drive to Sarasota Harbour West

**Financial Project ID:** 436680-1-22-01 & 436680-1-32-01

**Federal Aid Project Number:** TBD

**ETDM Number:** 14384

This Project Traffic Analysis Report contains engineering information that fulfills the purpose and need for the SR 789 (Ringling) Project Development & Environment Study from Bird Key Drive to Sarasota Harbour West in Sarasota County, Florida. I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering as applied through professional judgment and experience.



This item has been digitally signed and sealed by **Stuart Samberg, P.E.** on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

# TABLE OF CONTENTS

<b>1</b>	<b>EXECUTIVE SUMMARY .....</b>	<b>1-1</b>
<b>2</b>	<b>TRAFFIC ANALYSIS ASSUMPTIONS.....</b>	<b>2-1</b>
<b>3</b>	<b>INTRODUCTION .....</b>	<b>3-1</b>
3.1	Project Description.....	3-1
3.2	Purpose & Need .....	3-1
3.3	Objective.....	3-4
<b>4</b>	<b>TRAFFIC ANALYSIS METHOD .....</b>	<b>4-1</b>
4.1	Analysis Periods and Years .....	4-1
4.2	Traffic Data Sources .....	4-1
4.2.1	FDOT Florida Traffic Information Database .....	4-1
4.3	Development of Design Characteristics .....	4-3
4.3.1	Standard K Factor.....	4-3
4.3.2	Peak Hour Factor.....	4-3
4.3.3	D Factor.....	4-3
4.3.4	T and DHT .....	4-4
4.4	Recommended Design Traffic Characteristics .....	4-5
<b>5</b>	<b>EXISTING CONDITIONS.....</b>	<b>5-1</b>
5.1	Study Area.....	5-1
5.2	Existing Traffic Volumes.....	5-3
5.2.1	Existing Turning Movement Volumes.....	5-3
5.2.2	Existing Pedestrian and Bicycle Volumes .....	5-7
<b>6</b>	<b>EXISTING CONDITIONS OPERATIONAL ANALYSIS .....</b>	<b>6-1</b>
6.1	Existing Segment Operational Analysis.....	6-1
6.2	Existing Intersection LOS Analysis.....	6-1
6.3	Existing Pedestrian and Bicycle Analysis .....	6-3
<b>7</b>	<b>EXISTING CONDITIONS SAFETY ANALYSIS.....</b>	<b>7-1</b>

7.1	Crash Data Review .....	7-1
7.1.1	Crash Summary by Crash Type and Crash Severity .....	7-2
7.1.2	Crash Summary by Year and Conditions .....	7-3
7.1.3	Crash Summary by Intersections .....	7-4
7.2	Crash Rate Comparison.....	7-4
<b>8</b>	<b>FUTURE TRAFFIC FORECASTS .....</b>	<b>8-1</b>
8.1	Design Year No Build / Build Volume Development .....	8-1
8.2	Opening Year No Build / Build Volume Development.....	8-1
8.3	Opening Year (2025) and Design Year (2045) Volumes .....	8-2
<b>9</b>	<b>PROJECT ALTERNATIVES.....</b>	<b>9-1</b>
<b>10</b>	<b>FUTURE YEAR OPERATIONAL ANALYSIS.....</b>	<b>10-1</b>
10.1	No Build Alternative Analysis .....	10-1
10.1.1	No Build Alternative Segment Analysis .....	10-1
10.1.2	No Build Alternative Intersection Analysis .....	10-2
10.1.3	No Build Alternative Pedestrian and Bicycle Analysis .....	10-5
10.2	Build Operational Analysis .....	10-6
10.2.1	Build Alternative Segment Analysis.....	10-6
10.2.2	Build Alternative Intersection Analysis .....	10-6
10.2.3	Build Alternative Pedestrian and Bicycle Analysis.....	10-9
<b>11</b>	<b>SAFETY IMPROVEMENT OPPORTUNITIES FOR SR 789 .....</b>	<b>11-1</b>
<b>12</b>	<b>SUMMARY AND CONCLUSIONS.....</b>	<b>12-1</b>

## LIST OF APPENDICES

- Appendix A: Future Volumes Technical Memorandum
- Appendix B: Florida Traffic Information (FTI) Database Reports
- Appendix C: Signal Timings
- Appendix D: Synchro / SimTraffic Reports
- Appendix E: Crash Data
- Appendix F: SR 789 Build Alternative Concept Design

## LIST OF FIGURES

Figure 3-1 Project Location Map .....	3-3
Figure 4-1 Traffic Count Locations .....	4-2
Figure 5-1 Bird Key Drive Intersection.....	5-1
Figure 5-2 SR 789 Study Area Intersections Lane Geometries .....	5-2
Figure 5-3 Balanced Existing (2021) Peak Hour Volumes .....	5-6
Figure 7-1 Heat Map showing Crash Density .....	7-1
Figure 7-2 Crashes by Direction and Time of Day.....	7-2
Figure 8-1 Opening Year Peak Season Design Hour Volumes (2025) .....	8-3
Figure 8-2 Design Year Peak Season Design Hour Volumes (2045).....	8-4
Figure 9-1 Typical Section for Bridge Build Condition and At-Grade Roadway Sections .....	9-1

## LIST OF TABLES

Table 4-1 Peak Hour D Factors Calculated from Counts.....	4-4
Table 4-2 Historical D Factors from FTI.....	4-4
Table 4-3 Truck Factors from Classification Counts and FTI.....	4-5
Table 4-4 Recommended Design Traffic Characteristics.....	4-5

Table 5-1 Development of Initial 2021 Peak Season ADTs .....	5-4
Table 5-2 Initial 2021 Peak Season Average Daily Traffic Compared to Balanced Peak Season ADTs.....	5-5
Table 5-3 SR 789 Pedestrian and Bicycle Count Summary.....	5-7
Table 6-1 Existing Segment Operational Analysis Results .....	6-1
Table 6-2 Existing Intersection Analysis Results .....	6-2
Table 6-3 Existing Pedestrian and Bicycle Analysis Results.....	6-3
Table 7-1 Crash Types by Year .....	7-2
Table 7-2 Crash Severity by Year .....	7-3
Table 7-3 Crashes by Weather Conditions.....	7-3
Table 7-4 Crashes by Road Surface Condition .....	7-3
Table 7-5 Crashes by Lighting Conditions.....	7-3
Table 7-6 Intersection or Intersection Related Crashes by Crash Type.....	7-4
Table 7-7 Intersection Crash Rate Comparison.....	7-4
Table 7-8 Segment Crash Rate Comparison.....	7-4
Table 8-1 Balanced PSADTs for Existing, Opening and Design Year .....	8-2
Table 10-1 Opening Year No Build Segment Analysis Results.....	10-2
Table 10-2 Design Year No Build Segment Analysis Results.....	10-2
Table 10-3 2025 No Build Alternative Intersection Analysis Results.....	10-3
Table 10-4 2045 No Build Alternative Intersection Analysis Results.....	10-4
Table 10-5 2025 and 2045 No Build Pedestrian and Bicycle Analysis Results .....	10-5
Table 10-6 Opening Year Build Segment Analysis Results .....	10-6
Table 10-7 Design Year Build Segment Analysis Results .....	10-6
Table 10-8 2025 Build Alternative Intersection Analysis Results .....	10-7
Table 10-9 2045 Build Alternative Intersection Analysis Results .....	10-8
Table 10-10 2025 and 2045 Build Pedestrian and Bicycle Analysis Results.....	10-9
Table 11-1 CMF's Applicable to SR 789 Build Conditions .....	11-1

# 1 EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) District One is conducting a Project Development and Environment (PD&E) study to analyze existing conditions and assess potential reconstruction and/or rehabilitation of the SR 789 (John Ringling Causeway) bridges [Structure Numbers 170022 and 170951]. The study corridor extends from Bird Key Drive, mile post (M.P) 1.206, and continues west to the Sarasota Harbour West entrance, mile post 1.947, in the City of Sarasota and Sarasota County.

Future traffic volumes were developed for existing peak season year 2021 and opening and design years 2025 and 2045, respectively, in a *Future Volumes Technical Memorandum*. Because the design for the new bridge is not increasing capacity or changing lane configurations, except for the addition of transit lanes, the same future traffic volumes were developed for the no build and build alternatives. The *Future Volumes Technical Memorandum* was approved by FDOT and can be found in **Appendix A**.

Existing Conditions on the SR 789 corridor show that although the peak season, peak hour volumes are high, the level of service for the SR 789 intersections are at level D or better, suggesting that vehicles on SR 789 are adequately moving through the corridor. Traffic trying to turn onto SR 789 are hindered by the high volumes on SR 789 and safety is a concern for pedestrians and bicycles. The primary traffic direction through the area on SR 789 is northbound (referred to as westbound in this report) in the morning and southbound (referred to as eastbound in this report) in the evening. Pedestrian counts show as many as 200 pedestrians and bicycles during the highest hour. Truck volumes are 4%. The Bay Runner Trolley traverses the study area and has one stop on the westbound side of SR 789 near the Sarasota Harbour East entrance and one stop on the eastbound side of SR 789 near the Plymouth Harbour community entrance.

Future conditions are expected to see a modest increase in vehicular traffic. Operations are not greatly affected by the higher volumes. The Bird Key Drive intersection drops to a level of service E with southbound (eastbound in this report) movements receiving a level of service F.

Planned improvements include dedicated transit lanes on both sides of SR 789 and a transit priority signal at the Bird Key Drive intersection. With 20-30 headways, minimal impacts to traffic delays are expected with the addition of a priority signal and dedicated transit lanes.

Also planned are shared use paths which may increase pedestrian and bicycle traffic along the corridor. Bike lanes along the traffic lanes will provide cyclists with a dedicated travel lane. Intersection improvements at Bird Key Drive should include widened cross walks to match the width of the shared use paths. An update of pedestrian signal timings and signage at the unsignalized intersections have also been recommended in the build condition.





## 3 INTRODUCTION

### 3.1 Project Description

This project involves the potential reconstruction and/or rehabilitation of the SR 789 (John Ringling Causeway) bridges [Structure Numbers 170022 and 170951]. The limits of the improvements are from Bird Key Drive to Sarasota Harbour West in the City of Sarasota and Sarasota County (see **Figure 3-1.**) The purpose of the study is to address structural integrity and operational deficiencies. SR 789 is classified as an Urban, Minor Arterial and consists of a four-lane, divided typical section between Bird Key Drive and Sarasota Harbour West, a distance of 0.741 miles. SR 789 serves as the only connection from downtown Sarasota to St. Armands Key and Lido Key. Although SR 789 is designated as a north-south route, within the project limits SR 789 runs in a generally east-west direction.

The existing twin bridges cross the Coon Key Waterway, a navigable waterway without a defined channel. Per the FDOT Design Manual (FDM), a minimum six-foot vertical clearance is required. The existing concrete multi-beam bridges were constructed in 1958. The bridges are spaced 100 feet apart and each bridge is approximately 1,006'-10" long (21 spans of 48 feet each). Each bridge has two twelve-foot travel lanes and a five-foot wide sidewalk on both sides. There are currently no shoulders or designated bicycle facilities across the bridges.

### 3.2 Purpose & Need

The purpose of the project is to address structural integrity and operational deficiencies of the SR 789 bridges [Structure Numbers 170022 and 170951]. The ultimate goal of the project is to identify the optimal solution for a bridge structure in need of repair due to deteriorating conditions and to accommodate greater multimodal transportation access. The project will evaluate twin bridge and single bridge alternatives for the reconstruction/rehabilitation, with consideration of bicycle/pedestrian and transit facilities, of approximately 0.741 miles of roadway that provides a connection between nearby neighborhoods and recreational facilities (Ringling Bridge Causeway Park, Bird Key Park, and the Sarasota Yacht Club). The need for the project is based on the following criteria:

#### **BRIDGE DEFICIENCIES: Address Structural Integrity and Operational Deficiencies**

The current concrete multi-beam bridge is the second bridge that has existed at this location, with the original bridge replaced in 1958. Several sections of the deck were replaced on the northbound bridge in 2016 along with other repair-type work throughout the years. The SR 789 bridges, located between downtown Sarasota and St. Armands Key and Lido Key, are more than fifty-years old, the typical expected design life for transportation infrastructure, and are

operationally deficient, particularly for transit. SR 789, including the bridges, is identified as a constrained roadway by the Sarasota / Manatee Metropolitan Planning Organization (MPO), meaning it does not preclude any type of improvement in the future, but it identifies that the corridor has physical, or policy challenges associated with a widening/capacity project.

Based on a January 2023 FDOT bridge inspection report, the northbound SR 789 bridge received a sufficiency rating of 76.9 and health index rating of 68.0, while the southbound bridge received a sufficiency rating of 77.7 and health index rating of 71.17, as measured on scales of 0-100. "Sufficiency rating" is essentially an overall rating of a bridge's fitness to remain in service and whether it should be repaired or replaced. A bridge with a sufficiency rating of 80 or less is generally eligible for bridge rehabilitation funding. The "health index" is a tool that measures the overall condition of a bridge and typically includes about 10 to 12 different elements that are evaluated by the department. A health index below 85 generally indicates that some repairs are needed, although it doesn't mean the bridge is unsafe. Both bridges do not meet current road design and safety standards. The bridge conditions are as follows:

#### Northbound (170022)

- Overall Condition: Fair
- Deck: Fair
- Superstructure: Satisfactory
- Substructure: Satisfactory
- Deck Geometry Appraisal: Substandard typical section elements
- Countermeasures have been installed to mitigate an existing problem with scour.

#### Southbound (170951)

- Overall Condition: Good
- Deck: Satisfactory
- Superstructure: Good
- Substructure: Satisfactory
- Deck Geometry Appraisal: Substandard typical section elements
- Countermeasures have been installed to mitigate an existing problem with scour.

**Figure 3-1  
Project Location Map**



## **MODAL INTERRELATIONSHIPS**

SR 789 serves as the primary connection between downtown Sarasota and St. Armands Key and Lido Key and is frequently used by bicyclists and pedestrians due to the adjacent parks, beaches and recreational facilities [Bird Key Park, West Multi-Use Recreational Trail (MURT) Bird Key / Coon Key Phase I, John Ringling Trail and Longboat Key Trail Corridor]. While there are five-foot wide sidewalks on both sides of the bridges, there are currently no shoulders or designated bicycle facilities across the bridges. Due to the minimal sidewalk width, there are often conflicts between pedestrians and bicyclists. Overall, the proposed project intends to enhance mobility by evaluating alternatives for reconstruction/rehabilitation with consideration of bicycle/pedestrian and transit facilities on approximately 0.741 miles of roadway on SR 789.

## **SAFETY**

Serving as part of the emergency evacuation route network designated by the Florida Division of Emergency Management and City of Sarasota, SR 789 plays a critical role in facilitating traffic during emergency evacuation periods as the primary connection between downtown Sarasota and St. Armands Key and Lido Key. The entire project corridor is located in the City of Sarasota's Hurricane Storm Surge Category "A."

The City of Sarasota Climate Adaptation Plan (December 4, 2017) studied and evaluated climate threats to public infrastructure to understand how sea level rise, storm surge, extreme precipitation, and extreme heat might impact the City of Sarasota's transportation network; stormwater management, water supply, and wastewater systems; public lands; and critical buildings. Thirty-four transportation assets were evaluated of which 15 were deemed most vulnerable, including SR 789 [Project ID T15, pg. 31]. When prioritizing transportation vulnerabilities, the SR 789 bridge received a risk score of 64.4 (on a scale of 0-100). The potential reconstruction and/or rehabilitation of SR 789 bridge would make it more resilient to climate vulnerabilities.

### **3.3 Objective**

The objective of the Project Traffic Analysis Report (PTAR) is to assess existing operations and analyze anticipated future performance with and without improvements. Improvements will be identified and screened for future travel, safety, and multi-modal objectives. Only viable and feasible alternatives will be carried forward for operational analysis and recommendations.

## 4 TRAFFIC ANALYSIS METHOD

The methodology used for the traffic study is described in detail in the FDOT approved *Forecast and Analysis Methodology Report*.

Existing and future year peak season average daily traffic (PSADT) were developed for the study area as described in the approved *Future Volumes Technical Memorandum* available in **Appendix A**. These volumes and their corresponding turning movement volumes were used for operational analysis of the study corridor using Synchro / Simtraffic version 11 micro-simulation software. Results from the analysis are shown as level of service (LOS) for roadway segments and intersections and intersection movements for the study area as well as intersection delay and volume to capacity ratios. A safety analysis was conducted to determine frequent crash types and crash rates, and safety improvement opportunities were identified.

### 4.1 Analysis Periods and Years

Traffic analysis was completed for projected traffic volumes for the following years:

- Existing year: 2021
- Opening year: 2025
- Design year: 2045

### 4.2 Traffic Data Sources

#### 4.2.1 FDOT Florida Traffic Information Database

As discussed in the *Forecast and Analysis Methodology Report*, COVID-19 affected the traffic count collection schedule and the resulting traffic counts deviated from the historical trend. The most recent year that fit the trendline was 2018. Therefore, the FDOT's 2018 Florida Traffic Information (FTI) database was used as a data source to extrapolate existing year and to provide:

- Annual Average Daily Traffic (AADT),
- K-Factor (K),
- D-Factor (D),
- Truck Percentages (T)
- Peak Season Factor,
- Weekly Axle Factor, and
- Traffic Counts

FTI reports are available in **Appendix B**.

SR 789's connection of the mainland to the beach communities meant the evaluation of traffic movements on weekdays and weekends was included. Traffic counts were collected within the

study area during the month of May, 2021. Three intersections were identified for twelve-hour turning movement counts (TMCs) that were collected twice, once on a weekday and once on a Saturday. One location was identified for 7-day volume and classification counts. **Figure 4-1** shows the location of the traffic counts. All counts are provided in the *Future Volumes Technical Memorandum*.

The twelve-hour turning movement counts were collected at the following three intersections:

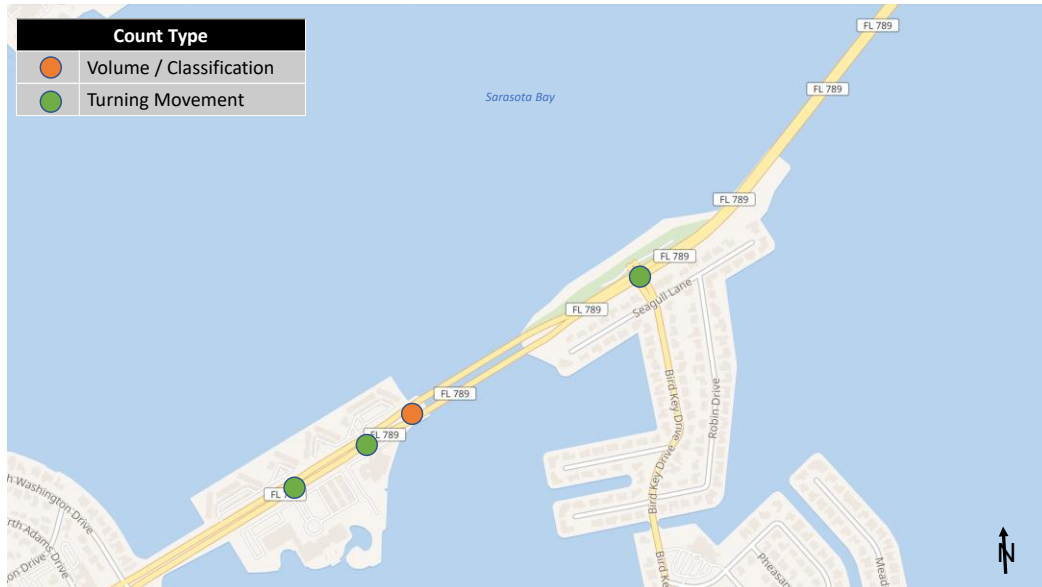
- SR 789 at Bird Key Drive (5/1/2021, 5/4/2021)
- SR 789 at Sarasota Harbour East (5/1/2021, 5/4/2021)
- SR 789 at Sarasota Harbour West/Plymouth Harbor (5/1/2021, 5/4/2021)

The 7-day vehicle classification and volume counts were collected at the following location:

- West of Bird Key Drive (5/1/2021 – 5/7/2021)

Counts showed that the highest hourly volumes occurred on weekends. FDOT provided additional classification counts from February 2017, which showed similar volume distributions. Details are discussed in the *Future Volumes Technical Memorandum*. Peak season Saturday volumes were used to develop existing and future conditions to obtain a conservative, “worst case scenario”, projection for traffic volumes.

**Figure 4-1**  
**Traffic Count Locations**



### 4.3 Development of Design Characteristics

Design characteristics: K, D, T, DHT, and peak hour factors were calculated from the traffic counts and compared to other sources to develop recommended characteristics.

#### 4.3.1 Standard K Factor

In accordance with the *FDOT 2019 Project Traffic Forecasting Handbook*, the design hour factor, or standard K-factor, of 9.0% was recommended for SR 789 and all side-streets.

#### 4.3.2 Peak Hour Factor

AM and PM peak hours were determined by conflating 15-minute period collections into hourly totals from the turning movement counts. A review of the collected intersection and bi-directional data showed the Saturday AM peak period was from 11:00 AM to 12:00 PM and the PM peak period was from 3:30 PM to 4:30 PM. A peak hour factor (PHF) of 0.95 was used as recommended in the *FDOT 2021 Traffic Analysis Handbook* for urban arterials; PHF calculated from traffic counts (AM 0.977 and PM 0.988) aligned with this recommendation.

Directionality for cross streets was determined by examining the hourly movement of traffic through the corridor. The highest peak hour percentage of daily volumes of traffic in the study area are westbound in the morning and eastbound in the evening. For the analysis, a westbound direction was used for the AM peak hour and an eastbound direction was used for the PM peak hour.

#### 4.3.3 D Factor

The directional distribution (D) factors calculated from the traffic counts are shown in **Table 4-1**. Historical D factors from FTI are shown in **Table 4-2**. Because the Saturday AM D factors in **Table 4-1** are higher than the maximum limit of 60% outlined in the *Forecast and Analysis Methodology Report*, and the aforementioned “worst case scenario” approach is to be applied in this analysis, the recommended D factor is 60%.

**Table 4-1  
Peak Hour D Factors Calculated from Counts**

Directional (D) Factors from Counts	T-Th		Sat	
	AM	PM	AM	PM
SR 789 west of Bird Key Dr – Volume Count	57.4%	58.1%	57.5%	59.1%
SR 789 at Bird Key Dr*	59.1%	51.6%	59.6%	51.1%
SR 789 at Sarasota Harbour East*	60.6%	55.8%	63.8%	52.7%
SR 789 at Sarasota Harbour West*	60.3%	54.0%	63.8%	52.9%
Averages	59.4%	54.9%	61.2%	54.0%
Overall Averages	57.1%		57.6%	

(\*) From turning movement counts

**Table 4-2  
Historical D Factors from FTI**

FTI Historical Directional (D) Factors	2015	2016	2017	2018	2019
SR 789 east of Bird Key Dr (cosite 170011)	52.3%	52.6%	52.3%	52.3%	52.0%
SR 789 west of Bird Key Dr (cosite 175078)	52.3%	52.6%	52.3%	52.3%	52.0%
SR 789 east of St. Armands Cir (cosite 175026)	52.3%	52.6%	52.3%	52.3%	52.0%
Averages	52.3%	52.6%	52.3%	52.3%	52.0%
Overall FTI Historical Average	52.3%				

#### 4.3.4 T and DHT

Vehicle classification counts west of Bird Key Drive for the 7-day count period demonstrated that the volume of trucks classified as bus or single unit 3-axle trucks or larger are highest on weekday mornings at 8:00 AM and then lessen through the day until dropping off after 6:00 PM. Weekend truck volumes are highest mid-day. Truck percentages, however, show that the highest percentage of trucks on SR 789 is before 6:00 AM and then falls throughout the day with weekend percentages showing a second peak percentage mid-day. A summary table of truck factors for the study area is shown in **Table 4-3**. The daily truck percentage calculated from classification counts is 3% and from historical FTI is 4%. Typically, according to the FDOT *Project Traffic Forecasting Handbook*, this percentage would be halved to find a peak hour truck percentage. However, in this case, calculations were performed to obtain a peak season peak hour truck percentage by first determining the weekday peak hours to be 8:00 AM and 3:30 PM from the classification counts. As the average truck percentage from these peak hour time periods were 4.6%, a peak hour truck percentage of 4% was recommended for this study.



**Table 4-3  
Truck Factors from Classification Counts and FTI**

<b>Average Daily Truck Percentages from Classification Counts</b>	<b>Bus</b>	<b>Single Unit</b>	<b>Single Trailer</b>	<b>Multi-trailer</b>	<b>Bus &amp; Truck</b>
SR 789 west of Bird Key Dr T-Th	0.1%	2.5%	1.0%	0.0%	3.6%
SR 789 west of Bird Key Dr Sat-Sun	0.2%	1.4%	0.6%	0.0%	2.1%
Averages	0.2%	2.0%	0.8%	0.0%	2.9%
<b>FTI Historical Truck Factors</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
SR 789 east of Bird Key Dr (cosite 170011)	3.8%	5.6%	2.6%	4.7%	4.6%
SR 789 west of Bird Key Dr (cosite 175078)	3.9%	3.9%	3.9%	3.5%	5.0%
SR 789 east of St. Armands Cir (cosite 175026)	4.2%	2.9%	3.0%	3.5%	4.2%
Averages	4.0%	4.1%	3.2%	3.9%	4.6%
Overall FTI Historical Average	4.0%				
<b>Monday - Thursday Peak Hour Bus &amp; Truck Percentages from Classification Counts</b>					<b>AVG Truck %</b>
AM Weekday Peak Hour	7:00 AM	7:15 AM	7:30 AM	7:45 AM	
AM Weekday Peak Hour Truck %	7.4%	6.8%	6.5%	6.1%	6.4%
PM Weekday Peak Hour	3:30 PM	3:45 PM	4:00 PM	4:45 PM	
PM Weekday Peak Hour Truck %	2.8%	2.9%	2.9%	2.8%	2.8%
Overall Average					4.6%

#### 4.4 Recommended Design Traffic Characteristics

Final recommended design traffic characteristics are shown in **Table 4-4**.

**Table 4-4  
Recommended Design Traffic Characteristics**

<b>Standard K</b>	<b>9%</b>
<b>D-Factor</b>	<b>60%</b>
<b>T<sub>24</sub> and T<sub>Peak</sub> for SR 789</b>	<b>T<sub>24</sub> = 4%, T<sub>Peak</sub> = 4%</b>
<b>PHF</b>	<b>95%</b>

## 5 EXISTING CONDITIONS

### 5.1 Study Area

The study limits begin at Bird Key Drive, mile post (M.P) 1.206, and continue west to the Sarasota Harbour West entrance, mile post 1.947. SR 789 is a four-lane divided roadway with a grass median and a posted speed of 35 miles per hour. The roadway has a functional classification of Urban Minor Arterial. A ten-foot shared use path on the south side of SR 789 is reduced to a five-foot sidewalk across the bridge. Five-foot sidewalks are available on the north side of SR 789 throughout the study area. Bike lanes are present east of the study area on SR 789 east of the Bird Key Drive intersection but are not available in the study area west of Bird Key Drive. The northbound bridge (170022) will be referred to as westbound throughout this report. Likewise, the southbound bridge (170951) will be referred to as eastbound.

Where Bird Key Drive intersects SR 789, Bird Key Drive is the southern leg of the intersection and the entrance to Bird Key Park is the northern leg of the intersection. Bird Key Drive is a two-lane, undivided local roadway. The intersection has pedestrian crossings on the south and east legs of the intersection and bike lanes on the east side of the intersection as shown in **Figure 5-1**.

**Figure 5-1**  
**Bird Key Drive Intersection**



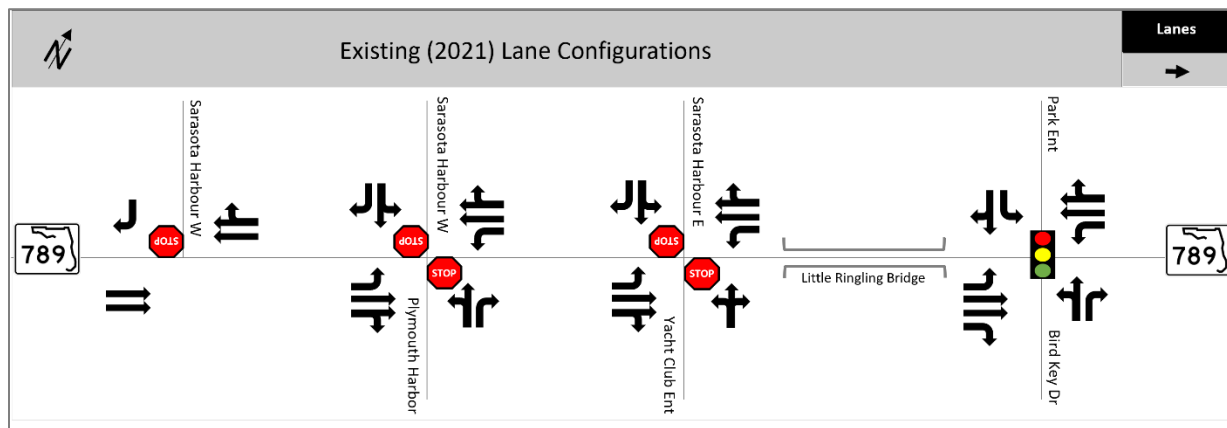
Bird Key Drive is the only signalized intersection in the study area; the rest are two-way stop-controlled intersections for residence and business entrances.

**Figure 5-2** illustrates the existing lane configuration at the intersections that were analyzed for this study. For ease of visualization, SR 789 will be referred to as an E-W roadway in this report even though it is designated as a N-S route.

Study Area Intersections

- Bird Key Drive (signalized) M.P. 1.206
- Sarasota Harbour East (2-way stop controlled) M.P. 1.702
- Sarasota Harbour West / Plymouth Harbor (2-way stop controlled) M.P. 1.828
- Sarasota Harbour West (stop controlled) M.P. 1.947

**Figure 5-2**  
SR 789 Study Area Intersections Lane Geometries



## 5.2 Existing Traffic Volumes

As outlined in the *Traffic Analysis Methodology Report* and described in detail in the *Future Volumes Technical Memorandum*, to obtain “worst case scenario” volumes, 2021 peak season average daily traffic (PSADT) volumes for the study area were developed from the 2018 FTI AADTs. A peak season factor of 88% was obtained from the average 2018 FTI seasonal factors for Sarasota Beaches. This factor was applied to the 2018 AADTs to obtain 2018 PSADTs. The 2018 PSADTs were extrapolated to 2021 PSADTs by applying the growth rate from the 2010 and 2040 model outputs.

For the cross streets and entrances, 2021 turning movement counts were used to calculate the percentage of total intersection volume for each intersection leg. These intersection leg percentages were used to calculate 2018 cross street PSADTs from the 2018 SR 789 PSADTs. The resulting 2018 volumes were extrapolated to 2021 volumes using the average growth rate from the 2010 and 2040 model outputs. The development of the initial peak season 2021 PSADTs is shown in **Table 5-1**.

### 5.2.1 Existing Turning Movement Volumes

Peak Season Daily Directional Hourly Volumes (DDHVs) and Turning Movement Volumes (TMVs) were calculated from the initial 2021 PSADTs using the recommended K and D factors and the peak hour turning movement percentages calculated from the turning movement counts. Resulting TMVs were balanced and adjusted using the 2021 PSADT east of Bird Key Drive as a control point. Results were compared to the seasonally adjusted raw 2021 counts to confirm that the calculated volumes were similar to the actual volumes.

Balanced PSADTs calculated from the balanced design hour turning movements were compared to the initial forecast PSADTs. The balanced PSADTs furthest from the control point are higher than the initial calculations but are within the expected volumes for this corridor as shown in **Table 5-2**. Therefore, the balanced PSADTs and turn volumes were used for operational analysis. Balanced turn volumes are diagramed in **Figure 5-3**.

As counts were not available for the western entrance to Sarasota Harbour West, turn volumes were estimated from Trip Generation 9<sup>th</sup> Edition tables for Recreational Homes 260. The trips from this category were closer to the actual counts available at similar locations on the corridor than from the Residential Condo/Townhouse 230 category.

**Table 5-1  
Development of Initial 2021 Peak Season ADTs**

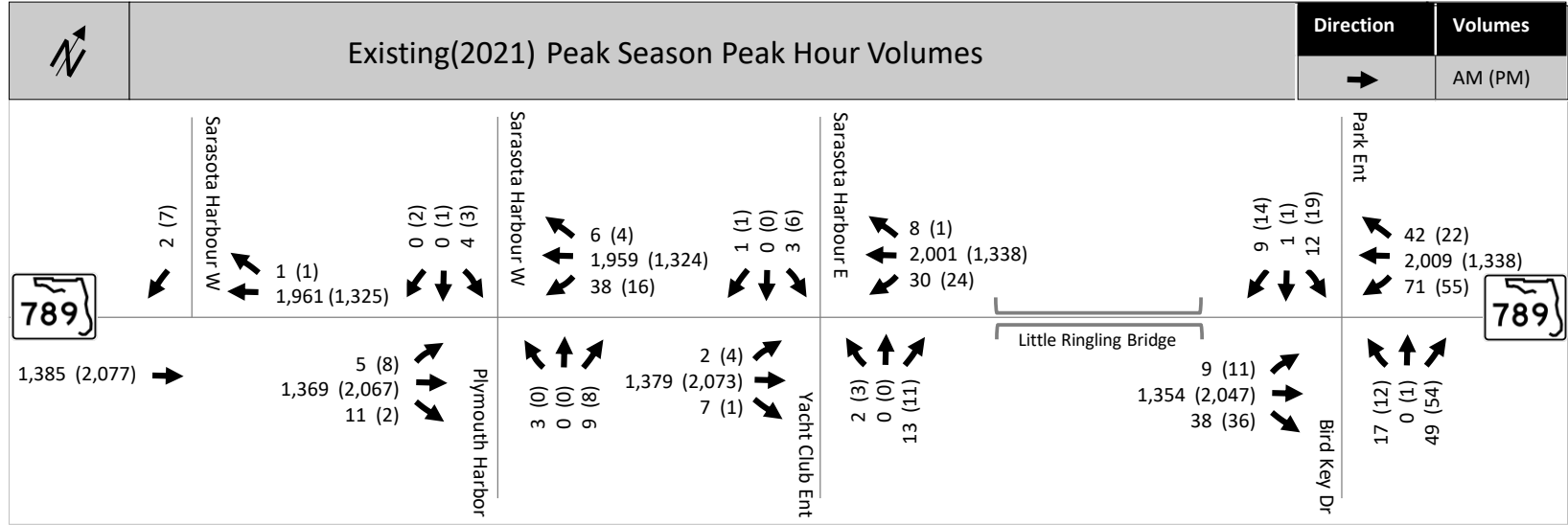
Location	AADT	Seasonal Adjustment Factor	Seasonally Adjusted AADT	Model outputs		Growth Rate	Initial PSADT
	2018	2018 FTI	2018	2010	2040	Model	2021
SR 789 W of Sarasota Harbour W	30,000	0.88	34,181	34,061	39,124	0.46%	34,700
SR 789 W of Sarasota Harbour W / Plymouth Harbor	30,000	0.88	34,181	34,061	39,124	0.46%	34,700
SR 789 E of Sarasota Harbour W	30,000	0.88	34,181	34,061	39,124	0.46%	34,700
SR 789 W of Sarasota Harbour E	30,000	0.88	34,181	34,061	39,124	0.46%	34,700
SR 789 E of Sarasota Harbour E	33,000	0.88	37,599	36,626	42,065	0.46%	38,100
SR 789 W of Bird Key Dr	33,000	0.88	37,599	36,626	42,065	0.46%	38,100
SR 789 E of Bird Key Dr	34,000	0.88	38,738	38,503	44,165	0.46%	39,300
Sarasota Harbour W Ent N of SR 789	108	0.88	123	-	-	0.46%	100
Plymouth Harbor Ent S of SR 789	217	0.88	247	-	-	0.46%	200
Sarasota Harbour E N of SR 789	68	0.88	77	-	-	0.46%	100
Sarasota Yacht Club Ent S of SR 789	290	0.88	331	-	-	0.46%	300
Bird Key Dr N of SR 789	416	0.88	475	-	-	0.46%	500
Bird Key Dr S of SR 789	1,151	0.88	1,311	-	-	0.46%	1,300

**Table 5-2  
Initial 2021 Peak Season Average Daily Traffic Compared to Balanced Peak Season ADTs**

Location	Initial	Balanced	Difference	% Diff
	2021 ADT	2021 ADT		
SR 789 west of Sarasota Harbour West	34,700	<b>38,500</b>	3,800	10%
SR 789 west of Sarasota Harbour / Plymouth Harbor	34,700	<b>38,500</b>	3,800	10%
SR 789 west of Sarasota Harbour East	34,700	<b>38,600</b>	3,900	11%
SR 789 west of Bird Key Dr	38,100	<b>38,900</b>	800	2%
SR 789 east of Bird Key Dr*	39,300	<b>39,300</b>	0	0%
Sarasota Harbour West north of SR 789	100	<b>100</b>	0	0%
Plymouth Harbor south of SR 789	200	<b>200</b>	0	0%
Sarasota Harbour East north of SR 789	100	<b>100</b>	0	0%
Sarasota Yacht Club south of SR 789	300	<b>400</b>	100	29%
Bird Key Dr north of SR 789	500	<b>600</b>	100	18%
Bird Key Dr south of SR 789	1,300	<b>1,900</b>	600	38%

(\*) control point for balancing

**Figure 5-3  
Balanced Existing (2021) Peak Hour Volumes**



### 5.2.2 Existing Pedestrian and Bicycle Volumes

Intersection turning movement counts showed high volumes of pedestrian and bicycle traffic on the sidewalks along the corridor and crossing SR 798 at Bird Key Drive. Counts were taken on a clear Saturday in May to be representative of peak season expectations. Highest hour volumes at the study intersections show 160 to 200 non-motorized users in the crosswalks. Daily pedestrian and bicycle volumes were near 1,000 with a small percentage (less than 5%) being children. No disabled persons were noted in the counts. A summary of daily totals and highest hour totals for each counted intersection are provided in **Table 5-3**.

**Table 5-3 SR 789 Pedestrian and Bicycle Count Summary**

<b>Bird Key Drive</b>				
<b>Location</b>		<b>Daily Total</b>	<b>Highest Hour</b>	<b>Highest Hour Total</b>
<b>crossing north leg</b> (Park Entrance)	ped	23	7:00 AM	6
	bike	125	9:00 AM	22
<b>crossing east leg</b> (SR 789)	ped	242	9:00 AM	80
	bike	19	10:00 AM	6
<b>crossing south leg</b> (Bird Key Dr)	ped	278	9:00 AM	58
	bike	182	9:00 AM	27
<b>crossing west leg</b> (SR 789)	ped	3	-	1
	bike	6	-	1
<b>Intersection Total</b>		<b>878</b>		<b>201</b>
<b>Sarasota Harbour E</b>				
<b>Location</b>		<b>Daily Total</b>	<b>Highest Hour</b>	<b>Highest Hour Total</b>
<b>crossing north leg</b> (Sarasota Harbour E Entrance)	ped	237	7:00 AM	61
	bike	203	9:00 AM	24
<b>crossing east leg</b> (SR 789)	ped	4	8:00 AM	3
	bike	1	4:00 PM	1
<b>crossing south leg</b> (Sarasota Yacht Club Entrance)	ped	277	9:00 AM	47
	bike	205	2:00 PM	27
<b>crossing west leg</b> (SR 789)	ped	7	-	2
	bike	1	9:00 AM	1
<b>Intersection Total</b>		<b>935</b>		<b>166</b>
<b>Sarasota Harbour W</b>				
<b>Location</b>		<b>Daily Total</b>	<b>Highest Hour</b>	<b>Highest Hour Total</b>
<b>crossing north leg</b> (Sarasota Harbour W Entrance)	ped	234	7:00 AM	58
	bike	194	9:00 AM	27
<b>crossing east leg</b> (SR 789)	ped	10	9:00 AM	5
	bike	9	9:00 AM	5
<b>crossing south leg</b> (Plymouth Harbor Entrance)	ped	270	9:00 AM	37
	bike	189	9:00 AM	29
<b>crossing west leg</b> (SR 789)	ped	3	-	1
	bike	3	9:00 AM	2
<b>Intersection Total</b>		<b>912</b>		<b>164</b>



## 6 EXISTING CONDITIONS OPERATIONAL ANALYSIS

Traffic operations for roadways are measured in terms of Level of Service (LOS) by comparing the vehicular demands with the available roadway capacity. LOS is a qualitative measure of the traffic operations. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. Existing roadway configurations were modeled with existing signal timings using Trafficware’s Synchro software package where segment and intersection analyses were performed using the Synchro “HCM 6<sup>th</sup> Edition Reports” functions, Arterial Analysis Report functions, and SimTraffic Queue Report function. Existing signal timings are included in **Appendix A** and Synchro output reports are available in **Appendix B**.

### 6.1 Existing Segment Operational Analysis

Synchro HCM 6<sup>th</sup> Arterial Analysis reports show that SR 789 segments are operating at LOS B or better on both approaches to Bird Key Drive. Results are shown in **Table 6-1**.

**Table 6-1 Existing Segment Operational Analysis Results**

Existing Arterial Analysis Results for SR 789									
Direction	Cross Street	Existing AM				Existing PM			
		Signal Delay (s/veh)	Travel Time (s)	Arterial Speed (mph)	Arterial LOS	Signal Delay (s/veh)	Travel Time (s)	Arterial Speed (mph)	Arterial LOS
EB	Bird Key Drive	11.6	105.7	31	A	23.0	117.1	28	B
WB	Bird Key Drive	8.0	47.8	25	B	4.3	44.1	27	B

### 6.2 Existing Intersection LOS Analysis

Intersection capacity analyses were conducted to assess the existing LOS at the intersections in the study area using the existing balanced volumes. The intersection analysis was conducted using Synchro’s HCM 6<sup>th</sup> LOS calculations. For signalized intersections, the analysis considers the operation of each lane or group entering the intersection and the LOS designation is for the overall conditions at the intersection.

For unsignalized intersections, the analysis provides a LOS for the minor street. The lane configurations used in the Existing Conditions Analysis were verified with Google Map aerials and Google Street Views. Existing speed limits for SR 789 were set to 35 mph and all other streets were set to 25 mph.

**Table 6-2** shows the results of the existing intersection analysis. The only movements receiving LOS F were left turn movements onto SR 789 from stop-controlled side streets and the eastbound through movement at Bird Key Drive. All other movements received LOS D or better.

**Table 6-2 Existing Intersection Analysis Results**

Location	Direction	Movement	Existing AM				Existing PM			
			Average Delay (s/v)	V/C Ratio	LOS	Queue Length 95th %tile (ft)	Average Delay (s/v)	V/C Ratio	LOS	Queue Length 95th %tile (ft)
SR 789 & Sarasota Harbour West (unsignalized)	SB	R	21.1	0.01	C	-	14.7	0.02	B	-
SR 789 & Plymouth Harbor / Sarasota Harbour West (unsignalized)	EB	L	20.8	0.02	C	16	13.6	0.02	B	48
		T								
		TR								
	WB	L	14.4	0.10	B	8	22.9	0.08	C	301
		T								
		TR								
	NB	LT	16.2	0.03	C	14	24.9	0.05	C	302
		R				62				68
SB	LT	1213.0	0.84	F	27	978.3	0.70	F	21	
	R	0.0	-	A	-	16.0	0.01	C	-	
SR 789 & Yacht Club / Sarasota Harbour East (unsignalized)	EB	L	21.4	0.01	C	10	13.7	0.01	B	32
		T								
		TR								
	WB	L	14.5	0.08	B	5	24.2	0.12	C	385
		T								
		TR				50				391
	NB	LTR	81.9	0.26	F	6	351.5	0.70	F	61
	SB	LT	1102.0	0.63	F		699.6	0.70	F	
R		24.5	0.01	C	49	16.3	0.00	C	20	
SR 789 & Bird Key Drive (signalized)	EB	L	45.3	0.10	D	42	18.9	0.06	B	61
		T	21.2	0.77	C	359	103.6	1.16	F	2783
		R	11.5	0.05	B	129	11.3	0.05	B	217
	WB	L	17.1	0.34	B	296	25.3	0.40	C	84
		T	31.7	0.94	C	1153	12.4	0.63	B	266
		TR	32.8	0.95	C	1139	12.4	0.63	B	273
	NB	LT	30.1	0.05	C	35	29.8	0.04	C	56
		R	30.6	0.16	C	55	30.6	0.18	C	68
	SB	L	30.9	0.04	C	41	30.8	0.06	C	46
		TR	29.4	0.03	C	31	29.4	0.05	C	40
<b>Overall</b>			27.6	-	C		64.8	-	E	

### 6.3 Existing Pedestrian and Bicycle Analysis

The pedestrian and bicycle analysis was conducted using Synchro’s HCM 6<sup>th</sup> Edition reports for pedestrians and bicycles at signalized intersections. Pedestrian counts described in **Section 5.2.2** were entered into the Synchro networks for AM and PM peak conditions. Results are shown in **Table 6-3**. Pedestrian level of service is LOS D or better for all directions.

**Table 6-3 Existing Pedestrian and Bicycle Analysis Results**

Existing Ped/Bike Results for SR 789 at Bird Key Drive (signalized)								
Category	AM				PM			
	EB	WB	NB	SB	EB	WB	NB	SB
Pedestrian Delay (s/p)	58.5	58.5	58.5	58.5	58.5	58.5	58.5	58.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor
Pedestrian Walk Score	3.2	3.2	2.0	2.2	3.2	3.2	2.0	2.2
Pedestrian LOS	C	C	B	B	C	C	B	B
Bicycle Delay (s/p)	14.7	9.7	51.3	51.3	14.5	9.6	51.1	51.1
Bicycle Compliance Code	Fair	Good	Poor	Poor	Fair	Good	Poor	Poor
Bicycle LOS Score	3.6	4.4	2.7	2.8	4.2	3.8	2.7	2.8
Bicycle LOS	D	D	C	C	D	D	C	C

## 7 EXISTING CONDITIONS SAFETY ANALYSIS

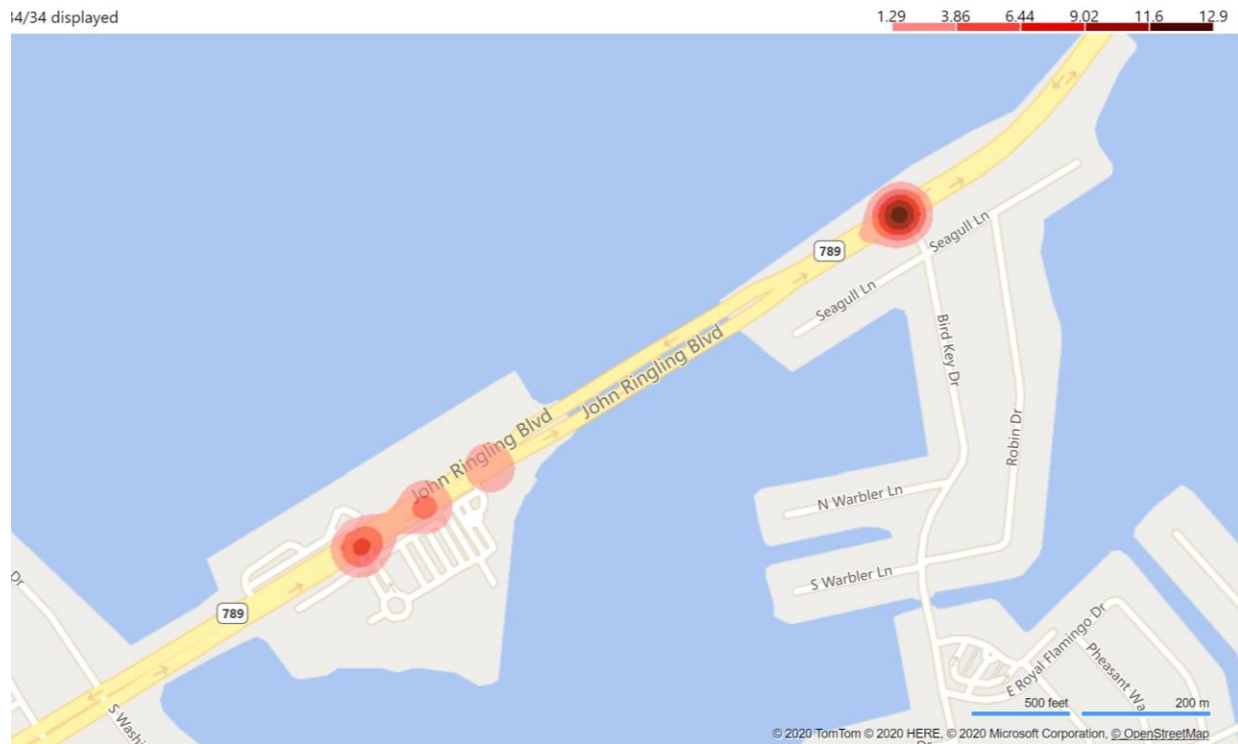
A review of safety conditions includes a review of historical (5-year) crash data to identify crash types and locations with the highest crash frequencies. In addition, a calculation and comparison of crash rates to statewide and local crash rates, as well as a review of possible roadway and intersection modifications that could improve crash rates in the study area were also included.

### 7.1 Crash Data Review

Five years of crash data (2015-2019) was downloaded from Signal Four Analytics on August 25, 2020<sup>1</sup>. Crash data is provided in **Appendix C**. Between January 1, 2015, and December 31, 2019, there were 57 crashes in the study area. **Figure 7-1** is a heat map showing the high-density crash areas. The highest number of crashes per hour occurred between 10:00 AM and 12:00 PM (12 crashes or 21% of total crashes) and between 4:00 and 6:00 PM (15 crashes or 26% of total crashes). There is also a directionality component to the crashes with more westbound crashes in the AM and more eastbound crashes in the PM.

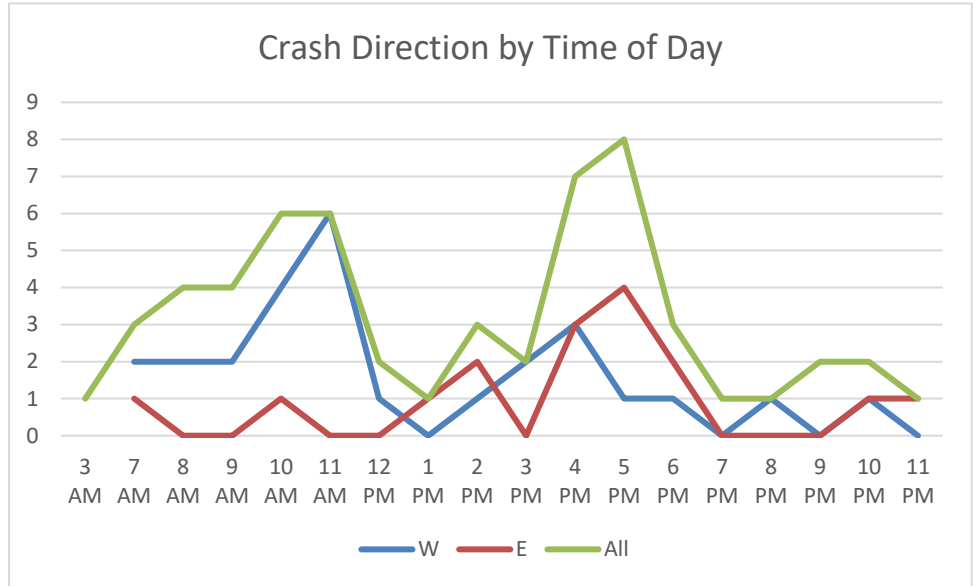
**Figure 7-2** shows crashes by time of day and their directionality eastbound and westbound.

**Figure 7-1 Heat Map showing Crash Density**



<sup>1</sup> Because of this report time frame, additional crash data for 2020-2022 was downloaded on August 2, 2023. No significant change in crash trends were discovered. Crash tables for 2020-2022 data are included in Appendix C.

Figure 7-2 Crashes by Direction and Time of Day



7.1.1 Crash Summary by Crash Type and Crash Severity

Of the 57 crashes in the five-year period, 28 were rear end crashes. One involved a bicycle and one involved a pedestrian. There were 17 crashes with injuries and no fatalities. **Table 7-1** and **Table 7-2** shows crash types and crash severity.

Table 7-1 Crash Types by Year

Crash Type	2015	2016	2017	2018	2019	Type Totals	Percent of Total
Bicycle	1					1	2%
Left Turn					1	1	2%
Off Road		1		2	2	5	9%
Other		2	1	1	3	7	12%
Pedestrian				1		1	2%
Rear End	7	8	4	5	4	28	49%
Rollover		1				1	2%
Sideswipe	1	5	2			8	14%
Unknown	1		1	3		5	9%
Annual Totals	10	17	8	12	10	57	100%

**Table 7-2 Crash Severity by Year**

Crash Severity	2015	2016	2017	2018	2019	Severity Totals	Percent of Total
Injury	4	4	3	5	1	17	30%
Property Damage Only	6	13	5	7	9	40	70%
Annual Totals	10	17	8	12	10	57	100%

*7.1.2 Crash Summary by Year and Conditions*

During the five-year period, most crashes occurred in clear, dry, daylight conditions. **Table 7-3**, **Table 7-4**, and **Table 7-5** summarize the crashes by weather, road surface, and lighting conditions.

**Table 7-3 Crashes by Weather Conditions**

Weather Conditions	2015	2016	2017	2018	2019	Weather Totals	Percent of Total
Clear	6	12	7	10	10	45	79%
Cloudy	1	5				6	11%
Rain	3		1	2		6	11%
Annual Totals	10	17	8	12	10	57	100%

**Table 7-4 Crashes by Road Surface Condition**

Road Surface Conditions	2015	2016	2017	2018	2019	Surface Totals	Percent of Total
Dry	7	15	7	9	10	48	84%
Water (standing/moving)		1				1	2%
Wet	3	1	1	3		8	14%
Annual Totals	10	17	8	12	10	57	100%

**Table 7-5 Crashes by Lighting Conditions**

Light Conditions	2015	2016	2017	2018	2019	Lighting Totals	Percent of Total
Dark - Lighted	2	1	1	3	1	8	14%
Dark - Not Lighted		1				1	2%
Daylight	8	15	7	9	8	47	82%
Dusk					1	1	2%
Annual Totals	10	17	8	12	10	57	100%

### 7.1.3 Crash Summary by Intersections

Of the 57 crashes recorded during the five-year period, more than half (34) occurred near the intersection of SR 789 and Bird Key Drive. For crashes identified as intersection or intersection related, 15 occurred at Bird Key Drive and two occurred at the Sarasota Harbour West / Plymouth Harbor entrances. These are shown in **Table 7-6**.

**Table 7-6 Intersection or Intersection Related Crashes by Crash Type**

Crash Type	Bird Key	Sarasota Harbor W	Total
Pedestrian	1 (7%)		1 (6%)
Rear End	10 (67%)	1 (50%)	11 (65%)
Same Direction Sideswipe	1 (7%)		1 (6%)
Single Vehicle	3 (20%)		3 (18%)
Unknown		1 (50%)	1 (6%)
Totals	15 (100%)	2 (100%)	17 (100%)

## 7.2 Crash Rate Comparison

Five-year crash rates were calculated from the Signal Four data and compared to FDOT 2012-2016 county and statewide average crash rates for a suburban 2-3 lane 2-way divided roadway. **Table 7-7** shows the study area intersection crash rates compared to the state and county crash rates. The Bird Key Drive intersection crash rate stands out because it is higher than the county crash rate. **Table 7-8** shows the SR 789 study area crash rate compared to the county and statewide segment average crash rates. The crash rate for SR 789 is lower than both the county and statewide averages.

**Table 7-7 Intersection Crash Rate Comparison**

Study Area Crashes (Signal Four data)			2012-2016 Avg. Crash Rates (FDOT)		
Intersection	Number of Crashes	Crash Rate	Road Category	County Avg	Statewide Avg
Bird Key Drive	15	0.241741	Suburban 2-3Ln 2Wy Divd Rasd 3-leg	0.222222	0.542359
Sarasota Harbor W	2	0.032232	Suburban 2-3Ln 2Wy Divd Pavd 4-leg	0.383117	0.504014

**Table 7-8 Segment Crash Rate Comparison**

Study Area Crashes (Signal Four data)			2012-2016 Avg. Crash Rates (FDOT)		
Study Area Crashes	Study Length (mi)	Crash Rate	Road Category	County Avg	Statewide Avg
57	0.74	0.918614	Suburban 2-3Ln 2Wy Divd Pavd	1.19959	2.58244

## 8 FUTURE TRAFFIC FORECASTS

As described in detail in the *Future Volumes Technical Memorandum*, opening and design year PSADTs and turning movement volumes were developed using outputs from a calibrated and validated sub-area model of the Florida Standard Urban Transportation Model Structure (FSUTMS) compliant FDOT District 1 District-wide Cost Feasible 2040 Regional Planning Model (version 1.0.6).

Because the project alternatives for this study focus on bridge design and multi-modal accommodations, the roadway network was unchanged across alternatives. Therefore, the no build and build alternatives will have the same future traffic volumes developed from one model network.

### 8.1 Design Year No Build / Build Volume Development

As discussed in detail in the *Future Volumes Technical Memorandum*, the model growth rate of 0.46% was applied to the 2021 initial PSADTs. DDHVs were calculated from the initial design year PSADTs using the recommended K and D factors and appropriate directionality. Existing condition turning movement percentages were applied to DDHVs to determine design year intersection turning movement volumes. Finally, turning movement volumes were balanced through the study area in an iterative process using the PSADT for the segment east of Bird Key Drive as a control point. Balanced PSADTs were calculated from the resulting balanced turn volumes by calculating approach volumes from the balanced AM and PM turn volumes and dividing by the appropriate K and D factors. These calculations are detailed in the *Future Volumes Technical Memorandum*.

### 8.2 Opening Year No Build / Build Volume Development

The opening year turning movements were interpolated from the existing and design year turning movements. Manual adjustments were made to balance volumes to adjacent segments. Approach PSADTs were calculated from the approach volumes of the balanced turning movements for both AM and PM periods. These calculations are detailed in the *Future Volumes Technical Memorandum*.



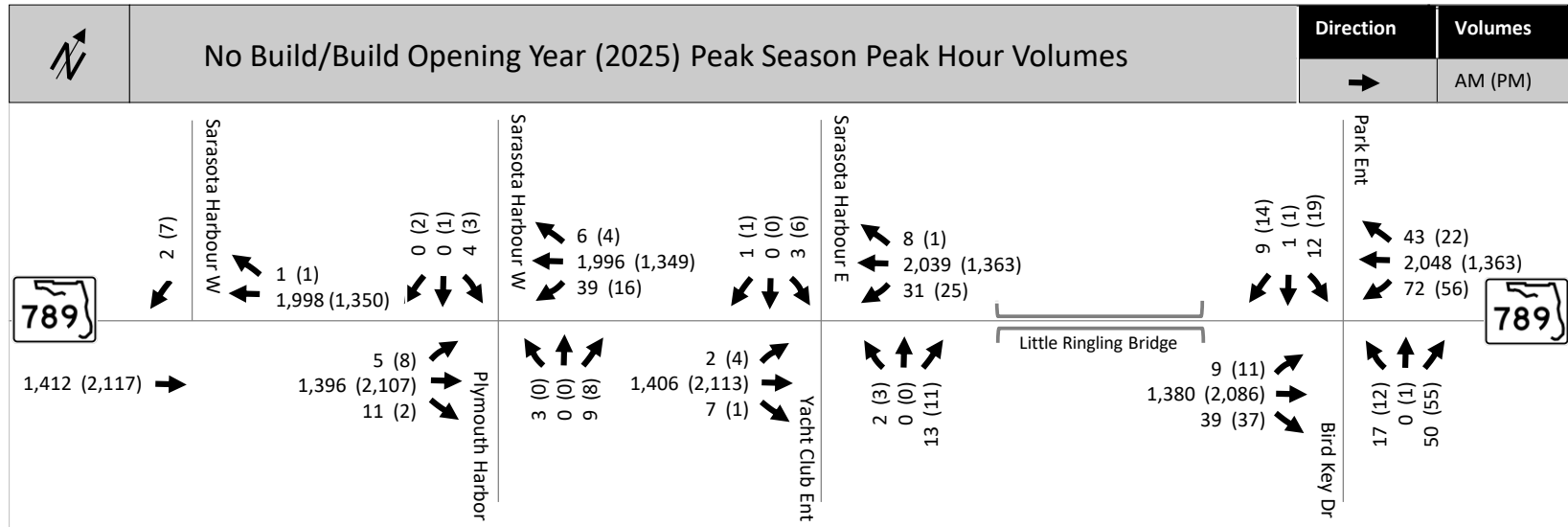
### 8.3 Opening Year (2025) and Design Year (2045) Volumes

The opening year and design year volumes listed in **Table 8-1** and shown in **Figure 8-1**, and **Figure 8-2** were approved by FDOT with the acceptance of the *Future Volumes Technical Memorandum* in July of 2022.

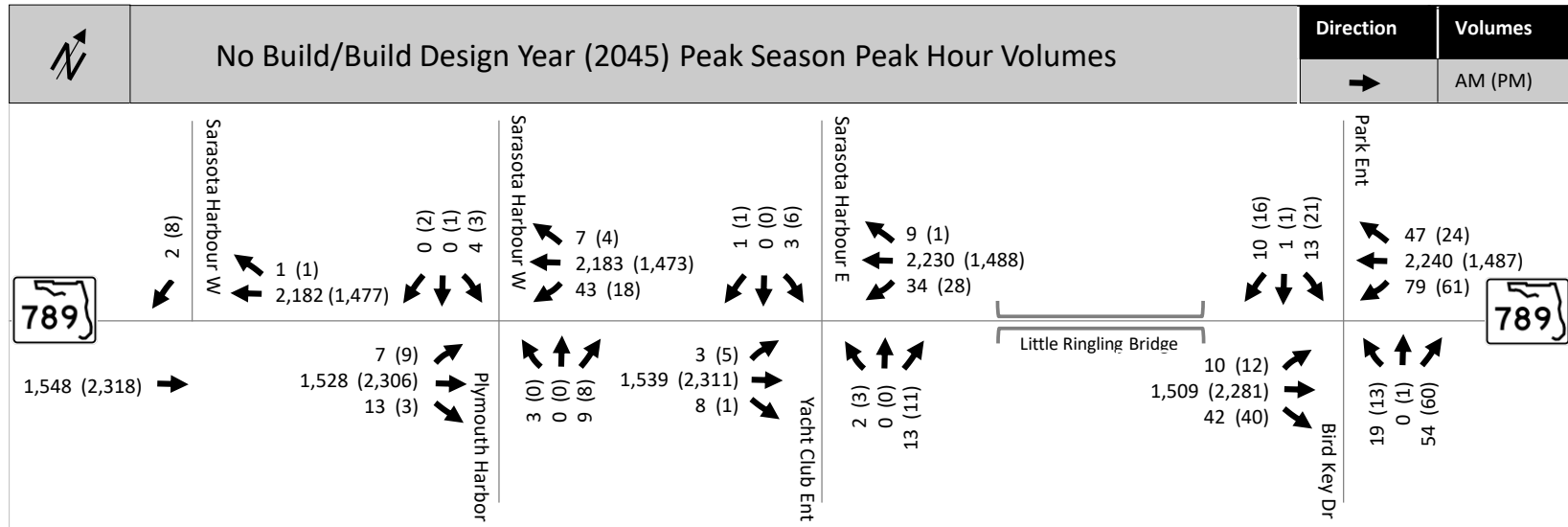
**Table 8-1  
Balanced PSADTs for Existing, Opening and Design Year**

Location	Balanced PSADTs		
	Existing	No Build / Build	
	2021	2025	2045
SR 789 west of Sarasota Harbour West	38,500	39,300	43,000
SR 789 west of Sarasota Harbour / Plymouth Harbor	38,500	39,300	43,000
SR 789 west of Sarasota Harbour East	38,600	39,400	43,100
SR 789 west of Bird Key Dr	38,900	39,700	43,400
SR 789 east of Bird Key Dr	39,300	40,100	43,800
Sarasota Harbour West Entrance north of SR 789	100	100	100
Sarasota Harbour / Plymouth Harbor north of SR 789	100	100	100
Sarasota Harbour / Plymouth Harbor south of SR 789	200	200	200
Sarasota Harbour East north of SR 789	100	100	100
Sarasota Yacht Club south of SR 789	400	400	400
Bird Key Dr north of SR 789	600	600	700
Bird Key Dr south of SR 789	1,900	1,900	2,100

**Figure 8-1**  
**Opening Year Peak Season Design Hour Volumes (2025)**



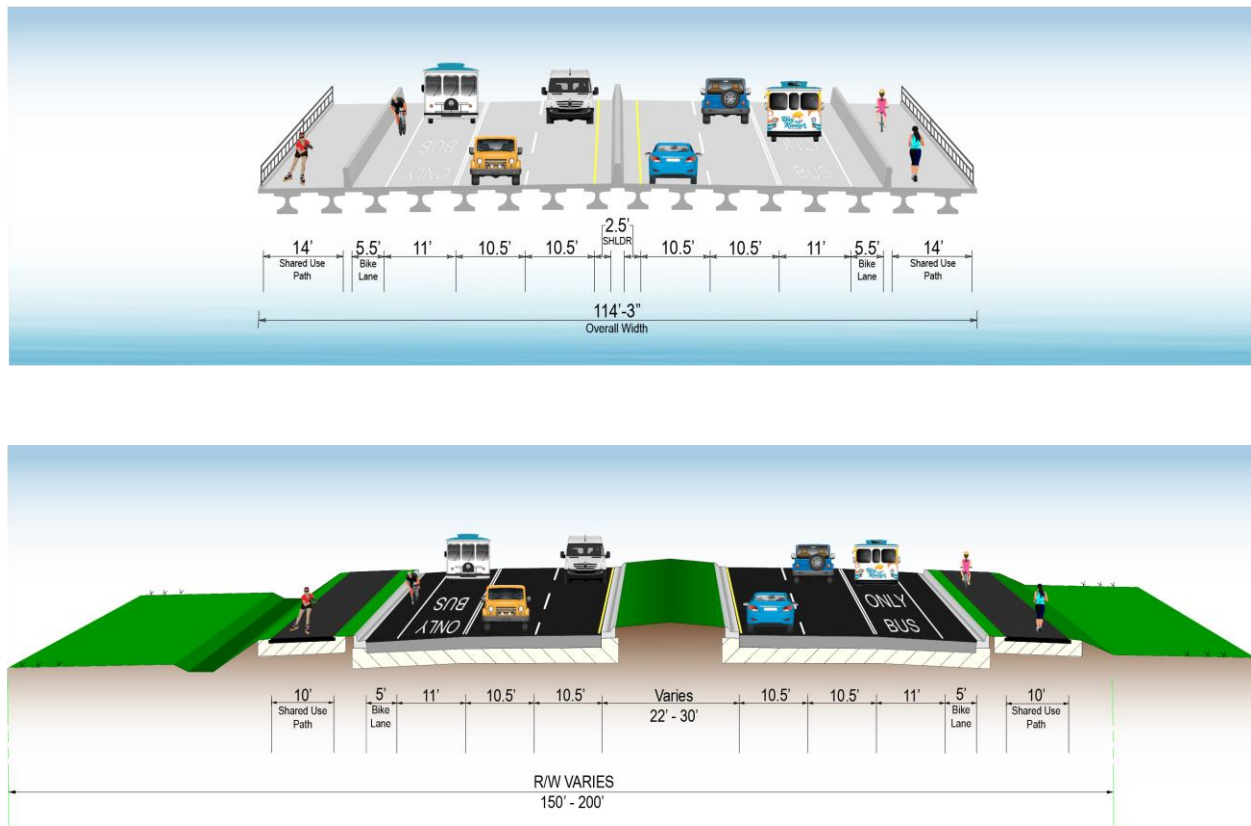
**Figure 8-2**  
**Design Year Peak Season Design Hour Volumes (2045)**



## 9 PROJECT ALTERNATIVES

The preferred build alternative includes a new bridge on SR 789 with two through lanes and new dedicated transit lanes in both directions. Right turn lanes, using the transit lane, from SR 789 to all side streets were added, and shoulder widening will be provided. The build alternative improves pedestrian and bicycle facilities with shared use paths on both sides of SR 789 including across the new bridge spans as shown in the typical sections in **Figure 9-1**. Intersection controls remain the same as existing with a traffic signal at Bird Key Drive and two-way stop signs at the other cross streets. However, the signal is upgraded to include priority for transit. The speed limit remains 35 mph on SR 789. The build alternative concept design is shown in **Appendix D**.

**Figure 9-1 Typical Section for Bridge Build Condition and At-Grade Roadway Sections**



## 10 FUTURE YEAR OPERATIONAL ANALYSIS

Segment and intersection analyses were completed for the No Build and Build alternatives for each analysis year (2025 and 2045) using Synchro and Simtraffic HCM 6<sup>th</sup> Edition Reports. All Synchro output reports are available in **Appendix B**. Synchro does not have the capability to analyze transit lanes and priority signals so they were excluded from the analysis. The roadway was analyzed as a four-lane road. It was assumed that for peak hour analysis, 20-30 minute headways and signal priority for transit will have minimal impacts on delay and, therefore, no delay adjustments were necessary.

For signalized intersections, Synchro's HCM 6<sup>th</sup> analysis considers the operation of each lane or group entering the intersection and provides a LOS designation for each movement as well as for the overall intersection. For unsignalized intersections the analysis evaluated the minor street operations.

### 10.1 No Build Alternative Analysis

For the No Build Alternative Analysis, the existing Synchro simulation was updated with No Build opening and design hour volumes from the *Future Volumes Technical Memorandum* shown in **Figure 8-1** and **Figure 8-2**. Existing signals were optimized for the updated volumes. The other settings remained the same as the existing conditions network.

#### 10.1.1 No Build Alternative Segment Analysis

For Opening Year (2025) and Design Year (2045), Synchro HCM 6<sup>th</sup> Edition Arterial Analysis reports show that SR 789 segments are operating at LOS B or better on both approaches to Bird Key Drive. The results are shown in **Table 10-1** and **Table 10-2**.

**Table 10-1 Opening Year No Build Segment Analysis Results**

No Build 2025 Arterial Analysis Results for SR 789									
Direction	Cross Street	No Build 2025 AM				No Build 2025 PM			
		Signal Delay (s/veh)	Travel Time (s)	Arterial Speed (mph)	Arterial LOS	Signal Delay (s/veh)	Travel Time (s)	Arterial Speed (mph)	Arterial LOS
EB	Bird Key Drive	8.7	102.8	32	A	13.8	107.9	31	A
WB	Bird Key Drive	7.2	47.0	25	B	3.4	43.2	28	B

**Table 10-2 Design Year No Build Segment Analysis Results**

No Build 2045 Arterial Analysis Results for SR 789									
Direction	Cross Street	No Build 2045 AM				No Build 2045 PM			
		Signal Delay (s/veh)	Travel Time (s)	Arterial Speed (mph)	Arterial LOS	Signal Delay (s/veh)	Travel Time (s)	Arterial Speed (mph)	Arterial LOS
EB	Bird Key Drive	10.6	104.7	32	A	17.9	112.0	29	B
WB	Bird Key Drive	9.5	49.3	24	B	3.7	43.5	27	B

*10.1.2 No Build Alternative Intersection Analysis*

For Opening and Design Years, intersection analysis results show that most movements have LOS D or better. The exceptions are left turn movements from side streets onto SR 789 at the stop-controlled intersections, similar to Existing Year results. Delays are longer than Existing Year, but LOS worsened only for the eastbound movements at Bird Key Drive with the eastbound left movement receiving a LOS E in the AM, and eastbound through movement receiving a LOS F in the PM. Results are shown in **Table 10-3** and **Table 10-4**, respectively.

**Table 10-3 2025 No Build Alternative Intersection Analysis Results**

Location	Direction	Movement	No Build 2025 AM				No Build 2025 PM			
			Average Delay (s/v)	V/C Ratio	LOS	Queue Length 95th %tile (ft)	Average Delay (s/v)	V/C Ratio	LOS	Queue Length 95th %tile (ft)
SR 789 & Sarasota Harbour West (unsignalized)	SB	R	21.5	0.01	C	-	14.9	0.02	B	-
SR 789 & Plymouth Harbor / Sarasota Harbour West (unsignalized)	EB	L	21.3	0.02	C	17	13.8	0.02	B	17
		T								
		TR								
	WB	L	14.7	0.10	B	6	23.6	0.08	C	76
		T								
		TR								
	NB	LT	16.5	0.03	C	7	25.7	0.05	D	44
		R				75				2
SB	LT	1213.0	0.84	<b>F</b>	45	978.3	0.70	<b>F</b>	29	
	R	0.0	-	A	-	16.2	0.01	C	-	
SR 789 & Yacht Club / Sarasota Harbour East (unsignalized)	EB	L	22.1	0.01	C	10	13.9	0.01	B	15
		T								
		TR								
	WB	L	14.7	0.08	B	5	25.0	0.13	D	4
		T								
		TR				7				59
	NB	LTR	90.8	0.28	<b>F</b>	49	475.8	0.87	<b>F</b>	11
	SB	LT	1102.0	0.63	<b>F</b>		810.3	0.79	<b>F</b>	
R		25.0	0.01	D	4	16.5	0.00	C	3	
SR 789 & Bird Key Drive (signalized)	EB	L	64.9	0.14	E	53	22.9	0.06	C	58
		T	25.1	0.76	C	443	61.2	1.04	<b>F</b>	1545
		R	13.8	0.05	B	175	12.1	0.05	B	145
	WB	L	21.7	0.39	C	277	44.6	0.58	D	115
		T	42.7	0.97	D	1663	14.3	0.60	B	341
		TR	44.4	0.98	D	1631	14.2	0.60	B	335
	NB	LT	35.4	0.05	D	46	44.6	0.04	D	60
		R	35.9	0.14	D	56	45.6	0.18	D	70
	SB	L	36.3	0.04	D	36	46.1	0.06	D	47
		TR	34.7	0.03	C	30	44.0	0.05	D	42
<b>Overall</b>			35.8	-	D		42.2	-	D	

**Table 10-4 2045 No Build Alternative Intersection Analysis Results**

Location	Direction	Movement	No Build 2045 AM				No Build 2045 PM			
			Average Delay (s/v)	V/C Ratio	LOS	Queue Length (95th %tile)	Average Delay (s/v)	V/C Ratio	LOS	Queue Length (95th %tile)
SR 789 & Sarasota Harbour West (unsignalized)	SB	R	24.3	0.01	C	-	16.0	0.03	C	-
SR 789 & Plymouth Harbor / Sarasota Harbour West (unsignalized)	EB	L	24.9	0.04	C	21	14.9	0.03	B	60
		T								
		TR								
	WB	L	16.4	0.13	C	23	28.4	0.11	D	542
		T								
		TR								
	NB	LT	17.8	0.03	C	79	29.6	0.05	D	545
		R				37				135
SB	LT	2171.1	1.40	F	6	1569.9	1.05	F	253	
	R	0.0	-	A	-	17.4	0.01	C	-	
SR 789 & Yacht Club / Sarasota Harbour East (unsignalized)	EB	L	25.7	0.02	D	12	15.0	0.01	C	48
		T								
		TR								
	WB	L	16.3	0.10	C	1	30.7	0.17	D	663
		T								
		TR				55				672
	NB	LTR	144.6	0.40	F	229	1109.9	1.64	F	84
	SB	LT	3073.6	1.58	F		1426.7	1.26	F	
		R	28.5	0.01	D	230	17.7	0.00	C	44
SR 789 & Bird Key Drive (signalized)	EB	L	79.2	0.22	E	51	26.4	0.07	C	57
		T	23.6	0.75	C	495	99.1	1.14	F	3155
		R	12.2	0.05	B	170	12.2	0.05	B	173
	WB	L	23.5	0.44	C	292	47.7	0.62	D	147
		T	46.4	0.99	D	1975	15.6	0.65	B	367
		TR	48.5	1.00	D	1953	15.6	0.66	B	369
	NB	LT	45.1	0.06	D	63	44.8	0.04	D	74
		R	45.7	0.18	D	66	45.8	0.19	D	78
	SB	L	46.4	0.05	D	44	46.4	0.07	D	49
		TR	44.0	0.04	D	33	44.1	0.05	D	48
	<b>Overall</b>			37.7	-	D		64.3	-	E



10.1.3 No Build Alternative Pedestrian and Bicycle Analysis

The pedestrian and bicycle analysis was conducted using Synchro’s HCM 6<sup>th</sup> Edition reports for pedestrians and bicycles at signalized intersections. Pedestrian counts were not changed in the Synchro network from the existing condition volumes. Results are shown in **Table 10-5** and indicate that the 2025 No Build Ped/Bike LOS is similar to the Existing Ped/Bike LOS. A slight reduction in LOS for the 2045 No Build Condition can be observed for westbound AM bicycles resulting in LOS E.

**Table 10-5 2025 and 2045 No Build Pedestrian and Bicycle Analysis Results**

2025 No Build Ped/Bike Results for SR 789 at Bird Key Drive (signalized)								
Category	AM				PM			
	EB	WB	NB	SB	EB	WB	NB	SB
Pedestrian Delay (s/p)	65.0	65.0	65.0	65.0	75.0	75.0	75.0	75.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor
Pedestrian Walk Score	3.2	3.2	2.0	2.2	3.2	3.2	2.0	2.2
Pedestrian LOS	C	C	B	B	C	C	B	B
Bicycle Delay (s/p)	10.8	7.2	57.7	57.7	10.3	7.2	67.2	67.2
Bicycle Compliance Code	Fair	Good	Poor	Poor	Fair	Good	Poor	Poor
Bicycle LOS Score	3.6	4.4	2.7	2.8	4.3	3.8	2.7	2.8
Bicycle LOS	D	D	C	C	D	D	C	C

2045 No Build Ped/Bike Results for SR 789 at Bird Key Drive (signalized)								
Category	AM				PM			
	EB	WB	NB	SB	EB	WB	NB	SB
Pedestrian Delay (s/p)	75.0	75.0	75.0	75.0	58.5	58.5	58.5	58.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor
Pedestrian Walk Score	3.3	3.3	2.0	2.2	3.2	3.2	2.0	2.2
Pedestrian LOS	C	C	B	B	C	C	B	B
Bicycle Delay (s/p)	13.0	7.9	67.4	67.4	14.5	9.6	51.1	51.1
Bicycle Compliance Code	Fair	Good	Poor	Poor	Fair	Good	Poor	Poor
Bicycle LOS Score	3.8	4.6	2.7	2.8	4.2	3.8	2.7	2.8
Bicycle LOS	D	E	C	C	D	D	C	C

## 10.2 Build Operational Analysis

For the Build Alternative Analysis, the existing Synchro simulation was updated with No Build opening and design hour volumes from the *Future Volumes Technical Memorandum* shown in **Figure 8-1** and **Figure 8-2**. Right turn lanes were added as shown in the preferred alternative concept design shown in **Appendix D**, and signals were optimized for the updated volumes.

### 10.2.1 Build Alternative Segment Analysis

For Opening Year (2025) and Design Year (2045) Synchro HCM 6<sup>th</sup> Arterial Analysis reports show that SR 789 segments are operating at LOS B or better on both approaches to Bird Key Drive. The results are shown in **Table 10-6** and **Table 10-7**.

**Table 10-6 Opening Year Build Segment Analysis Results**

Build 2025 Arterial Analysis Results for SR 789									
Direction	Cross Street	Build 2025 AM				Build 2025 PM			
		Signal Delay (s/veh)	Travel Time (s)	Arterial Speed (mph)	Arterial LOS	Signal Delay (s/veh)	Travel Time (s)	Arterial Speed (mph)	Arterial LOS
EB	Bird Key Drive	8.0	102.3	32	A	13.8	108.1	31	A
WB	Bird Key Drive	6.2	46.0	26	B	3.4	43.2	28	B

**Table 10-7 Design Year Build Segment Analysis Results**

Build 2045 Arterial Analysis Results for SR 789									
Direction	Cross Street	Build 2045 AM				Build 2045 PM			
		Signal Delay (s/veh)	Travel Time (s)	Arterial Speed (mph)	Arterial LOS	Signal Delay (s/veh)	Travel Time (s)	Arterial Speed (mph)	Arterial LOS
EB	Bird Key Drive	9.7	104.0	32	A	17.9	112.2	29	B
WB	Bird Key Drive	8.1	47.9	25	B	3.7	43.5	27	B

### 10.2.2 Build Alternative Intersection Analysis

For Opening and Design Years, intersection analysis results for the Build Alternative are very similar to the No Build Alternative. All movements receive LOS D or better except for the left turn movements from side streets to SR 789 at stop-controlled intersections and the eastbound movements at Bird Key Drive which received LOS E and F. This is expected since the lane configurations and volumes did not significantly change between the No Build and Build Alternatives. Results for the Build Intersection Analysis for the years 2025 and 2045 are shown in **Table 10-8** and **Table 10-9**, respectively.

Table 10-8 2025 Build Alternative Intersection Analysis Results

Location	Direction	Movement	2025 Build AM				2025 Build PM			
			Average Delay (s/v)	V/C Ratio	LOS	Queue Length 95th %tile (ft)	Average Delay (s/v)	V/C Ratio	LOS	Queue Length 95th %tile (ft)
SR 789 & Sarasota Harbour West (unsignalized)	SB	R	21.5	0.01	C	-	14.9	0.02	B	-
SR 789 & Plymouth Harbor / Sarasota Harbour West (unsignalized)	EB	L	21.2	0.02	C	16	13.7	0.02	B	19
		T								
		R								
	WB	L	14.6	0.10	B	2	23.6	0.08	C	2
		T								
	NB	LT	16.4	0.03	C	3	25.6	0.05	D	67
		R				66				30
	SB	LT	1213.0	0.84	F	21	978.3	0.70	F	30
R		0.0	-	A	-	16.2	0.01	C	-	
SR 789 & Yacht Club / Sarasota Harbour East (unsignalized)	EB	L	21.9	0.01	C	12	13.9	0.01	B	15
		T								
		R								
	WB	L	14.7	0.08	B	2	25.0	0.13	D	1
		T								
		R				49				4
	NB	LTR	90.8	0.28	F	256	475.8	0.87	F	60
SB	LT	1102.0	0.63	F		810.3	0.79	F		
	R	24.9	0.01	C	55	16.5	0.00	C	122	
SR 789 & Bird Key Drive (signalized)	EB	L	57.4	0.12	E	67	29.8	0.07	C	86
		T	21.6	0.69	C	405	61.2	1.04	F	1524
		R	12.2	0.05	B	172	12.1	0.05	B	211
	WB	L	19.1	0.35	B	285	76.6	0.58	E	150
		T	30.3	0.91	C	1807	14.3	0.60	B	332
		TR	31.0	0.91	C	1767	14.2	0.60	B	333
	NB	LT	44.6	0.05	D	52	44.6	0.04	D	69
		R	45.2	0.16	D	60	45.6	0.18	D	66
	SB	L	45.7	0.04	D	36	46.1	0.06	D	50
		TR	43.6	0.03	D	31	44.0	0.05	D	39
	<b>Overall</b>		27.2	-	C		42.7	-	D	

Table 10-9 2045 Build Alternative Intersection Analysis Results

Location	Direction	Movement	2045 Build AM				2045 Build PM			
			Average Delay (s/v)	V/C Ratio	LOS	Queue Length (95th %tile)	Average Delay (s/v)	V/C Ratio	LOS	Queue Length (95th %tile)
SR 789 & Sarasota Harbour West (unsignalized)	SB	R	24.3	0.01	C	-	16.0	0.03	C	-
SR 789 & Plymouth Harbor / Sarasota Harbour West (unsignalized)	EB	L	24.8	0.04	C	16	14.9	0.03	B	100
		T								
		R								
	WB	L	16.2	0.12	C	2	28.2	0.11	D	566
		T								
		R								
	NB	LT	17.7	0.03	C	68	29.6	0.05	D	570
		R				34				68
SB	LT	2171.1	1.40	F	32	1569.9	1.05	F	151	
	R	0.0	-	A	-	17.4	0.01	C	-	
SR 789 & Yacht Club / Sarasota Harbour East (unsignalized)	EB	L	25.6	0.02	D	8	15.0	0.01	C	89
		T								
		R								
	WB	L	16.2	0.10	C	51	30.7	0.17	D	697
		T								
		R				365				701
	NB	LTR	144.6	0.40	F	44	1109.9	1.64	F	41
SB	LT	3073.6	1.58	F		1426.7	1.26	F		
	R	28.4	0.01	D	23	17.7	0.00	C	97	
SR 789 & Bird Key Drive (signalized)	EB	L	79.2	0.22	E	66	33.9	0.08	C	107
		T	23.6	0.75	C	403	99.1	1.14	F	3181
		R	12.2	0.05	B	148	12.2	0.05	B	236
	WB	L	23.5	0.44	C	240	79.8	0.62	E	187
		T	46.4	0.99	D	896	15.6	0.65	B	379
		TR	48.5	1.00	D	871	15.6	0.66	B	376
	NB	LT	45.1	0.06	D	51	44.8	0.04	D	79
		R	45.7	0.18	D	59	45.8	0.19	D	71
	SB	L	46.4	0.05	D	37	46.4	0.07	D	49
		TR	44.0	0.04	D	34	44.1	0.05	D	44
	<b>Overall</b>		37.7	-	D		64.8	-	E	

10.2.3 Build Alternative Pedestrian and Bicycle Analysis

The pedestrian and bicycle analysis was conducted using Synchro’s HCM 6<sup>th</sup> Edition reports for pedestrians and bicycles at signalized intersections. Pedestrian counts were not changed in the Synchro network from the existing condition volumes. Results are shown in . The 2025 Build Ped/Bike LOS is similar to the Existing and No Build Ped/Bike LOS. A slight reduction in LOS for 2045 Build is shown for westbound AM bicycles resulting in LOS E.

**Table 10-10 2025 and 2045 Build Pedestrian and Bicycle Analysis Results**

2025 Build Ped/Bike Results for SR 789 at Bird Key Drive (signalized)								
Category	AM				PM			
	EB	WB	NB	SB	EB	WB	NB	SB
<b>Pedestrian Delay (s/p)</b>	<b>75.0</b>	<b>75.0</b>	<b>75.0</b>	<b>75.0</b>	<b>58.5</b>	<b>58.5</b>	<b>58.5</b>	<b>58.5</b>
Pedestrian Compliance Code	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor
Pedestrian Walk Score	3.2	3.2	2.0	2.2	3.2	3.2	2.0	2.2
Pedestrian LOS	C	C	B	B	C	C	B	B
Bicycle Delay (s/p)	11.0	7.4	67.5	67.5	14.5	9.6	51.1	51.1
Bicycle Compliance Code	Fair	Good	Poor	Poor	Fair	Good	Poor	Poor
Bicycle LOS Score	3.6	4.4	2.7	2.8	4.2	3.8	2.7	2.8
Bicycle LOS	D	D	C	C	D	D	C	C

2045 Build Ped/Bike Results for SR 789 at Bird Key Drive (signalized)								
Category	AM				PM			
	EB	WB	NB	SB	EB	WB	NB	SB
Pedestrian Delay (s/p)	75.0	75.0	75.0	75.0	75.0	75.0	75.0	75.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor
Pedestrian Walk Score	3.3	3.3	2.0	2.2	3.3	3.3	2.0	2.2
Pedestrian LOS	C	C	B	B	C	C	B	B
Bicycle Delay (s/p)	12.0	6.8	67.4	67.4	10.3	7.2	67.0	67.0
Bicycle Compliance Code	Fair	Good	Poor	Poor	Fair	Good	Poor	Poor
Bicycle LOS Score	3.8	4.6	2.7	2.8	4.4	3.9	2.7	2.8
Bicycle LOS	D	E	C	C	D	D	C	C

## 11 SAFETY IMPROVEMENT OPPORTUNITIES FOR SR 789

Crash Modification Factors (CMFs) from the following three sources were reviewed for applicability to the build conditions on the corridor:

- FDOT 2014 Crash Reduction Factor (CRF) Table
- FDOT 2021 Ped-Bike Countermeasure List
- CMF Clearinghouse

A list of applicable CMFs is shown in **Table 11-1**. CMF factors less than 1.0 indicate a reduction in crashes while a factor greater than 1.0 indicates an increase in crashes. Similarly for the Crash Reduction Factors (CRFs), a positive percentage means a reduction in crashes while a negative percentage means an increase in crashes.

Improvements with the build condition are expected to reduce the number of crashes along SR 789. Adding right turn lanes removes slowing vehicles from the through lanes reducing the potential for (rear end) crashes by 9%. Increasing shoulder width may reduce the number of bicycle crashes by 7% on the roadway. On the new bridge, the increased shoulder width for a bike lane from no shoulder to five feet may reduce bicycle crashes by as much as 31%.

Another option to consider where pedestrian volume is high is to add a leading pedestrian interval to the traffic signal phasing. This allows pedestrians to enter the crosswalks before turning vehicles so that pedestrians can be visible in the crosswalks before vehicles begin their movements. At side streets, R10-15a signs warning turning vehicles to stop for pedestrians and bicyclists should be installed according to the MUTCD Section 28.53 to increase awareness of pedestrians at these intersections. Crosswalks should be repainted or improved to high visibility crosswalks across side streets and should be as wide as the shared use paths per FDOT's *Traffic Engineering Manual*.

**Table 11-1 CMF's Applicable to SR 789 Build Conditions**

Countermeasure / Treatment	Crash Modification Factor (CMF)	Crash Reduction Factor (CRF) %	CMF Applicable Crash Types	CMF Source
Add right turn	0.91	9%	All	FDOT 2014 CRF.xlsm ID 19
Widen shoulder (on bridge from 0' to 5.5')	0.69	31%	Bicycle	CMF Clearinghouse ID 8715
Widen shoulder (on roadway from 4' to 5')	0.93	7%	Bicycle	CMF Clearinghouse ID 8715
Leading pedestrian interval	0.87	13%	All	CMF Clearinghouse ID 9916

## 12 SUMMARY AND CONCLUSIONS

Traffic on SR 789 in peak season conditions is currently operating at level of service (LOS) D or better. Movements that are failing are for vehicles making left turns from side streets onto SR 789 at stop-controlled intersections. The high volume of vehicles on SR 789 in the peak hour during peak season make the left turn movements difficult. In real world conditions, delays for these movements are likely less than the calculations show as left-turning vehicles can take advantage of the wide median to make a two-stage crossing. Pedestrian and bicycle volumes can exceed 200 persons per hour during the highest peak times. Most pedestrian and bicyclists use the sidewalks to travel along SR 789 and utilize the signal at Bird Key Drive to cross SR 789. Few were observed attempting to cross SR 789 at other locations. Future traffic volumes on the existing roadway increase delays at intersections, but only impact level of service for the eastbound (southbound highway direction) movements on SR 789 at Bird Key Drive.

The proposed build scenario will replace the existing bridges with a new bridge that will include 5-foot bike lanes and 14-foot shared use paths on both sides of the bridge. Right turn lanes from SR 789 to each side street are also included in the build condition. The build alternative will address reconstruction/rehabilitation of the bridge with consideration of bicycle/pedestrian and transit facilities.

An evaluation of the preferred alternative shows little change to traffic operations because the number of through lanes and turn lanes is not altered significantly. The impacts to safety, however, may see a reduction in crashes between 7% and 31%. The addition of right turn lanes removes slowing vehicles from the through lanes, while the addition of bike lanes provides room for bicyclists separate from vehicle traffic especially on the bridge. In addition, a shared use path on both side of the SR 789 roadway and bridge are likely to reduce pedestrian/vehicle and bicycle/vehicle crashes.

The addition of shared use paths may increase pedestrian and bicycle traffic crossing side streets and using the signals and crosswalks at Bird Key Drive. According to MUTCD Section 2B.53, signs warning turning vehicles to stop for pedestrians should be installed on SR 789 before the side street intersections. Crosswalks on side streets should be repainted for better visibility and high visibility crosswalks may be considered. It is also recommended that signal timings for the Bird Key Drive intersection include leading pedestrian intervals.

## **APPENDICES**

A. Future Volumes Technical Memorandum

B. FTI traffic data reports

C. Signal Timings

D. Synchro / SimTraffic Reports

E. Crash Data

F. SR 789 Build Alternative Concept Design



## APPENDIX A

# Future Volumes Technical Memorandum

# Future Volumes Technical Memorandum

Florida Department of Transportation  
District 1

SR 789 (John Ringling Causeway) PD&E Study  
From Bird Key Drive to Sarasota Harbour West  
Sarasota County, Florida

Financial Project ID Numbers: FPID(S): 436680-1-22-01 & 436680-1-32-01

ETDM Number: 14384

Federal Aid Project Number: TBD

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

Date: July 2022

# TABLE OF CONTENTS

<b>1</b>	<b>PROJECT SUMMARY.....</b>	<b>1-1</b>
1.1	Project Description.....	1-1
1.2	Purpose & Need .....	1-1
1.3	Objective.....	1-4
1.4	Analysis Periods and Years .....	1-4
1.5	Methodology .....	1-5
<b>2</b>	<b>EXISTING CONDITIONS.....</b>	<b>2-1</b>
2.1	Study Area.....	2-1
2.2	Existing Traffic Conditions.....	2-3
2.2.1	Data Sources .....	2-3
2.2.2	Traffic Counts .....	2-3
2.3	Development of Design Characteristics .....	2-8
2.3.1	Standard K Factor.....	2-8
2.3.2	Peak Hour Factor.....	2-8
2.3.3	D Factor.....	2-8
2.3.4	T and DHT .....	2-9
2.3.5	Recommended Design Traffic Characteristics .....	2-12
2.4	2021 Existing Peak Season Traffic Volumes.....	2-13
2.4.1	Existing Turning Movement Volumes.....	2-14
<b>3</b>	<b>SUB-AREA MODEL VALIDATION.....</b>	<b>3-1</b>
<b>4</b>	<b>FUTURE TRAFFIC FORECASTS .....</b>	<b>4-1</b>
4.1	Population Projections .....	4-1
4.2	Historical Traffic Growth.....	4-2
4.3	Model Growth Rates .....	4-2
4.4	Project Alternatives .....	4-3
4.5	Future Traffic Volumes.....	4-3

4.5.1	Design Year (2045) Volume Development .....	4-3
4.5.2	Opening (2025) Year Volume Development.....	4-4
<b>5</b>	<b>SUMMARY .....</b>	<b>5-1</b>
5.1	Opening, Interim, and Design Year Volumes .....	5-1

## **LIST OF APPENDICES**

Appendix A: Forecast and Analysis Methodology Report

Appendix B: Traffic Counts

Appendix C: 2018 Seasonal Adjustment Factors

Appendix D: Example of Cross Street AADT Proportional Calculation

Appendix E: Subarea Travel Demand Model Validation Memo with Model Plots

Appendix F: Design Year Balancing Worksheets

# LIST OF FIGURES

Figure 1-1 Project Location Map .....	1-3
Figure 2-1 Bird Key Drive Intersection.....	2-1
Figure 2-2 SR 789 Study Area Intersections Lane Geometries .....	2-2
Figure 2-3 Count Locations .....	2-4
Figure 2-4 Weekday Volume Counts.....	2-5
Figure 2-5 Saturday Volume Counts .....	2-6
Figure 2-6 Sunday Volume Counts .....	2-7
Figure 2-7 Bus and Truck (B+T) Hourly Volumes on SR 789 West of Bird Key Drive .....	2-10
Figure 2-8 Bus and Truck (B+T) Hourly Percentages on SR 789 West of Bird Key Drive.....	2-11
Figure 2-9 Balanced Existing (2021) Peak Hour Volumes .....	2-19
Figure 4-1 Historical Traffic Volumes .....	4-2
Figure 4-2 Flowcharts for 2021, 2045 and 2025 Volume Development .....	4-5
Figure 5-1 Opening Year Peak Season Design Hour Volumes (2025) .....	5-2
Figure 5-2 Design Year Peak Season Design Hour Volumes (2045).....	5-3

# LIST OF TABLES

Table 2-1 Peak Hour D Factors Calculated from Counts .....	2-9
Table 2-2 Historical D Factors from FTI.....	2-9
Table 2-3 Truck Factors from Classification Counts and FTI.....	2-12
Table 2-4 Recommended Design Traffic Characteristics.....	2-12
Table 2-5 2018 Seasonal Factors for Sarasota Beaches .....	2-13
Table 2-6 Development of Initial 2021 Peak Season ADTs .....	2-15
Table 2-7 Calculated Design Hour Existing (2021) Peak Season Turning Movement Volumes Compared to Seasonally Adjusted 2021 Counts .....	2-16
Table 2-8 Initial 2021 Peak Season Average Daily Traffic Compared to Balanced Peak Season ADTs.....	2-18
Table 4-1 BEBR Population Projections for Sarasota County.....	4-1
Table 4-2 Historical Traffic Volumes and Compound Annual Growth Rates (CAGR) .....	4-2
Table 4-3 Design Year 2045 Volume Development.....	4-6
Table 5-1 Balanced PSADTs for Existing, Opening and Design Year .....	5-1

# 1 PROJECT SUMMARY

## 1.1 Project Description

This project involves the potential reconstruction and/or rehabilitation of the SR 789 (John Ringling Causeway) bridges [Structure Numbers 170022 and 170951]. The limits of the improvements are from Bird Key Drive to Sarasota Harbour West in Sarasota County (see **Figure 1-1**). The purpose of the study is to address structural integrity and operational deficiencies. SR 789 is classified as an Urban, Minor Arterial and consists of a four-lane, divided typical section between Bird Key Drive and Sarasota Harbour West, a distance of 0.741 miles. SR 789 serves as the only connection from downtown Sarasota to St. Armands Key and Lido Key. Although SR 789 is designated as a north-south route, within the project limits SR 789 runs in a generally east-west direction.

The existing twin bridges cross the Coon Key Waterway, a navigable waterway without a defined channel. Per the FDOT Design Manual (FDM), a minimum six-foot vertical clearance is required. The existing concrete multi-beam bridges were constructed in 1958. The bridges are spaced 100 feet apart and each bridge is approximately 1,006'-10" long (21 spans of 48 feet each). Each bridge has two twelve-foot travel lanes and a five-foot wide sidewalk on both sides. There are currently no shoulders or designated bicycle facilities across the bridges.

## 1.2 Purpose & Need

The purpose of the project is to address structural integrity and operational deficiencies of the SR 789 bridges [Structure Numbers 170022 and 170951]. The ultimate goal of the project is to identify the optimal solution for a bridge structure in need of repair due to deteriorating conditions and to accommodate greater multimodal transportation access. The project will evaluate twin bridge and single bridge alternatives for the reconstruction/rehabilitation, with consideration of bicycle/pedestrian and transit facilities, of approximately 0.741 miles of roadway that provides a connection between nearby neighborhoods and recreational facilities (Ringling Bridge Causeway Park and Bird Key Yacht Club). The need for the project is based on the following criteria:

### **BRIDGE DEFICIENCIES: Operational and Structural**

The current concrete multi-beam bridge is the second bridge that has existed at this location, with the original bridge replaced in 1958. Several sections of the deck were replaced on the northbound bridge in 2016 along with other repair-type work throughout the years. The SR 789 bridges, located between downtown Sarasota and St. Armands Key and Lido Key, are more than fifty-years old, the typical expected design life for transportation infrastructure, and are operationally deficient, particularly for transit. SR 789, including the bridges, is identified as a constrained roadway by the Sarasota / Manatee Metropolitan Planning Organization (MPO),

meaning it does not preclude any type of improvement in the future, but it identifies that the corridor has physical, or policy challenges associated with a widening/capacity project.

Based on a January 2017 FDOT bridge inspection report, the SR 789 bridges received a sufficiency rating of 78.1 (170022, northbound) and 77.9 (170951, southbound) on a scale of 0-100. Sufficiency rating is essentially an overall rating of a bridge's fitness to remain in service. A bridge with a sufficiency rating of 80 or less is generally eligible for bridge rehabilitation funding. The bridge conditions are as follows:

Northbound (170022)

- Overall Condition: Fair
- Deck: Satisfactory
- Superstructure: Satisfactory
- Substructure: Satisfactory
- Deck Geometry Appraisal: Basically, intolerable requiring a high priority replacement
- Countermeasures have been installed to mitigate an existing problem with scour.

Southbound (170951)

- Overall Condition: Fair
- Deck: Satisfactory
- Superstructure: Good
- Substructure: Satisfactory
- Deck Geometry Appraisal: Basically, intolerable requiring a high priority replacement
- Countermeasures have been installed to mitigate an existing problem with scour.



**Figure 1-1  
Project Location Map**



## **MODAL INTERRELATIONSHIPS:**

SR 789 serves as the primary connection between downtown Sarasota and St. Armands Key and Lido Key and is frequently used by bicyclists and pedestrians due to the adjacent parks and recreational facilities [Bird Key Park, West Multi-Use Recreational Trail (MURT) Bird Key / Coon Key Phase I, John Ringling Trail and Longboat Key Trail Corridor]. While there are five-foot wide sidewalks on both sides of the bridges, there are currently no shoulders or designated bicycle facilities across the bridges. Due to the minimal sidewalk width, there are often conflicts between pedestrians and bicyclists. Overall, the proposed project intends to enhance mobility by evaluating alternatives for reconstruction/rehabilitation with consideration of bicycle/pedestrian and transit facilities on approximately 0.741 miles of roadway on SR 789.

## **SAFETY:**

Serving as part of the emergency evacuation route network designated by the Florida Division of Emergency Management and City of Sarasota, SR 789 plays a critical role in facilitating traffic during emergency evacuation periods as the primary connection between downtown Sarasota and St. Armands Key and Lido Key. The entire project corridor is located in the City of Sarasota's Hurricane Storm Surge Category "A."

The City of Sarasota Climate Adaptation Plan (December 4, 2017) studied and evaluated climate threats to public infrastructure to understand how sea level rise, storm surge, extreme precipitation, and extreme heat might impact the City of Sarasota's transportation network; stormwater management, water supply, and wastewater systems; public lands; and critical buildings. Thirty-four transportation assets were evaluated of which 15 were deemed most vulnerable, including SR 789 [Project ID T15, pg. 31]. When prioritizing transportation vulnerabilities, the SR 789 bridge received a risk score of 64.4 (on a scale of 0-100). The potential reconstruction and/or rehabilitation of SR 789 bridge would make it more resilient to climate vulnerabilities.

### **1.3 Objective**

The objective of the future volumes technical memorandum is to identify existing traffic movements and volumes and to develop future traffic movements and volumes. The traffic projections from this memorandum will be used for capacity analysis for future bridge and roadway designs.

### **1.4 Analysis Periods and Years**

Traffic projections were completed for the following analysis years:

- Existing year: 2021

- Opening year: 2025
- Design year: 2045

## 1.5 Methodology

The methodology used for the traffic study is described in the FDOT approved *Forecast and Analysis Methodology Report* available in **Appendix A**.

## 2 EXISTING CONDITIONS

### 2.1 Study Area

The study limits begin at Bird Key Drive, mile post (M.P) 1.206, and continue west to the Sarasota Harbour West entrance, mile post 1.947. SR 789 is a four-lane divided roadway with a grass median. The roadway has a functional classification of Urban Minor Arterial. Sidewalks are present on both sides of SR 789 through the study area. Ten-foot multiuse paths on SR 789, approaching the bridge from either side, are reduced to 5-foot sidewalks across the bridge. Bike lanes are present east of the study area on SR 789 east of the Bird Key Drive intersection but are not available in the study area west of Bird Key Drive. The northbound bridge (170022) will be referred to as westbound throughout this report. Likewise, the southbound bridge (170951) will be referred to as eastbound.

Where Bird Key Drive intersects SR 789, Bird Key Drive is the southern leg of the intersection and the entrance to Bird Key Park is the northern leg of the intersection. Bird Key Drive is a two-lane undivided local roadway. The intersection has pedestrian crossings on the south and east legs of the intersection and bike lanes on the east side of the intersection as shown in **Figure 2-1**.

**Figure 2-1**  
**Bird Key Drive Intersection**



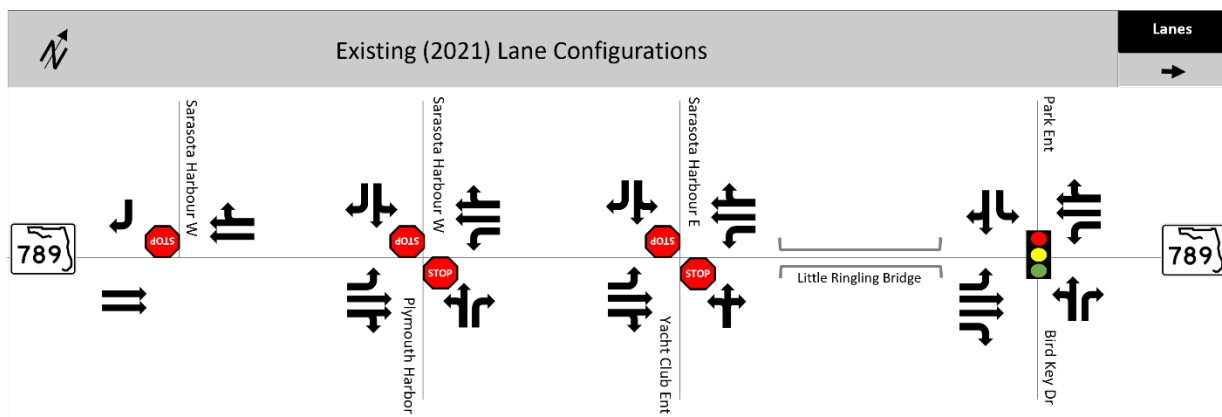
Bird Key Drive is the only signalized intersection in the study area; the rest are two-way stop-controlled intersections for residence and business entrances.

**Figure 2-2** illustrates the existing lane configuration at the following intersections that were analyzed for this study. For ease of visualization, SR 789 will be referred to as an E-W roadway in this report even though it is designated as a N-S route.

Study Area Intersections

- Bird Key Drive (signalized) M.P. 1.206
- Sarasota Harbour East/Sarasota Yacht Club (2-way stop controlled) M.P. 1.702
- Sarasota Harbour West / Plymouth Harbor (2-way stop controlled) M.P. 1.828
- Sarasota Harbour West (stop controlled) M.P. 1.947

**Figure 2-2**  
**SR 789 Study Area Intersections Lane Geometries**



## 2.2 Existing Traffic Conditions

### 2.2.1 Data Sources

As discussed in the *Forecast and Analysis Methodology Report*, COVID-19 affected the traffic count collection schedule and the resulting traffic counts deviated from the historical trend. The most recent year that fit the trendline was 2018. Therefore, the FDOT's 2018 Florida Traffic Information (FTI) database was used as a data source to extrapolate existing year and to provide:

- Annual Average Daily Traffic (AADT),
- K-Factor (K),
- D-Factor (D),
- Truck Percentages (T)
- Peak Season Factor,
- Model Output Conversion Factor (MOCF), and
- Weekly Axle Factor

### 2.2.2 Traffic Counts

SR 789's connection of the mainland to the beach community meant the evaluation of traffic movements on weekdays and weekends. Traffic counts were collected within the study area during the month of May 2021. Three intersections were identified for twelve-hour turning movement counts (TMCs) that were collected twice, once on a weekday and once on a Saturday. One location was identified for 7-day volume and classification counts. **Figure 2-3** shows the location of the traffic counts. All counts are provided in **Appendix B**.

The twelve-hour turning movement counts were collected at the following three intersections:

- SR 789 at Bird Key Drive (5/1/2021, 5/4/2021)
- SR 789 at Sarasota Harbour East/Sarasota Yacht Club (5/1/2021, 5/4/2021)
- SR 789 at Sarasota Harbour West/Plymouth Harbor (5/1/2021, 5/4/2021)

The 7-day vehicle classification counts, and volume counts were collected at the following locations:

- West of Bird Key Drive (5/1/2021 – 5/7/2021)

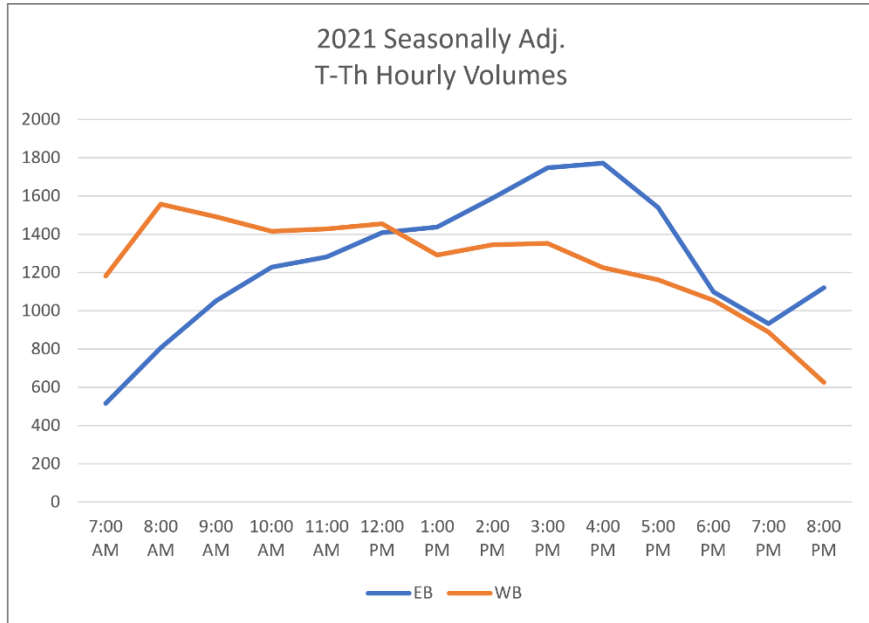
Counts show that the highest weekly volumes occur on the weekends. FDOT provided additional classification counts from February 2017, which showed similar volume distributions. Weekday and weekend volume distributions for the 2017 and 2021 counts are shown in **Figure 2-4**, **Figure 2-5**, **Figure 2-6**. To develop a conservative projection, a "worst case scenario" for volumes shall use peak season Saturday volumes to develop existing and future conditions.

**Figure 2-3  
Count Locations**

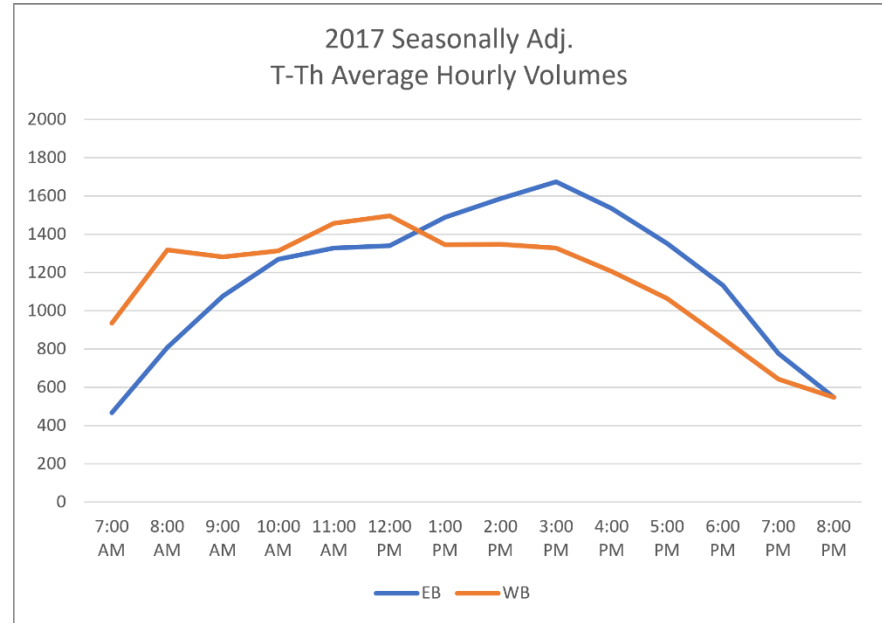


**Figure 2-4  
Weekday Volume Counts**

**2021**



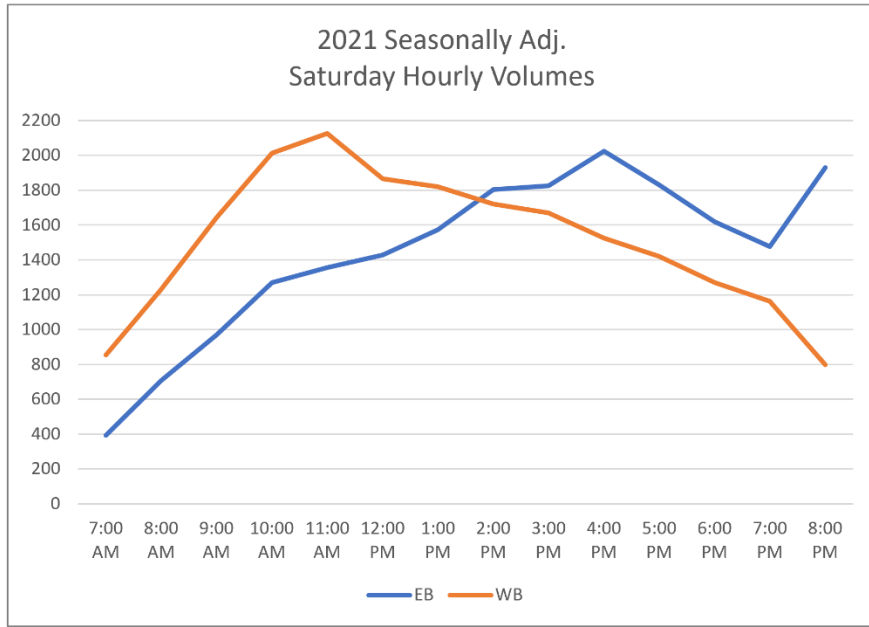
**2017**



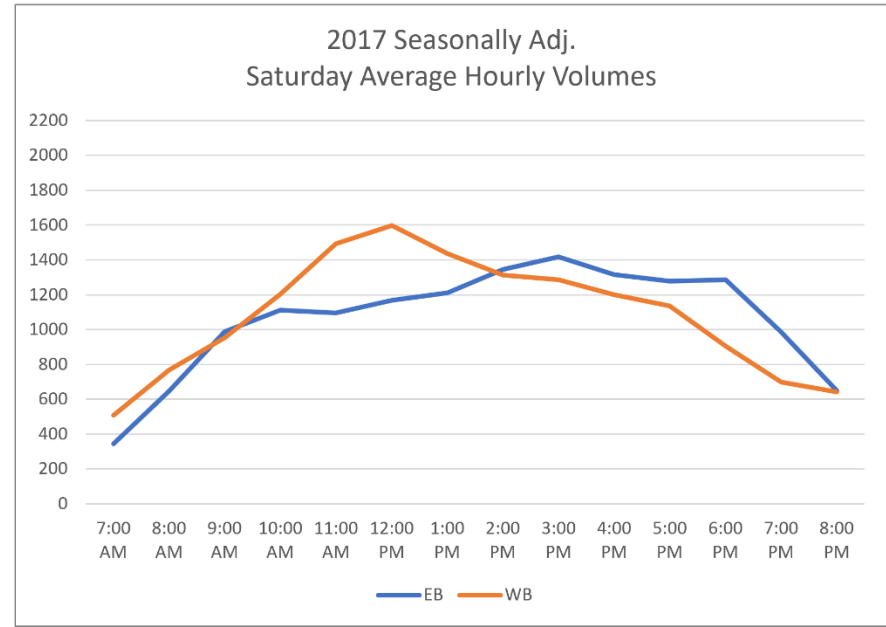


**Figure 2-5  
Saturday Volume Counts**

**2021**

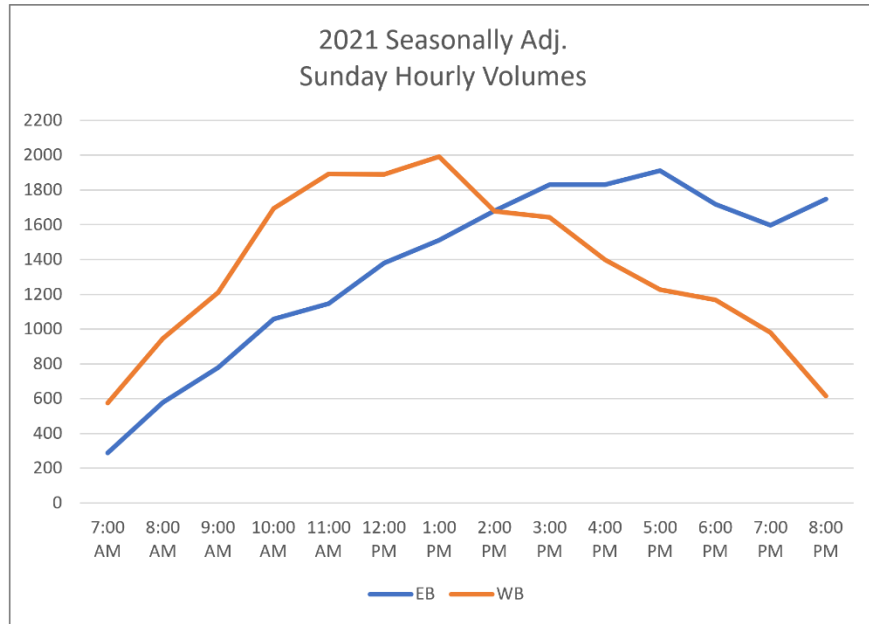


**2017**

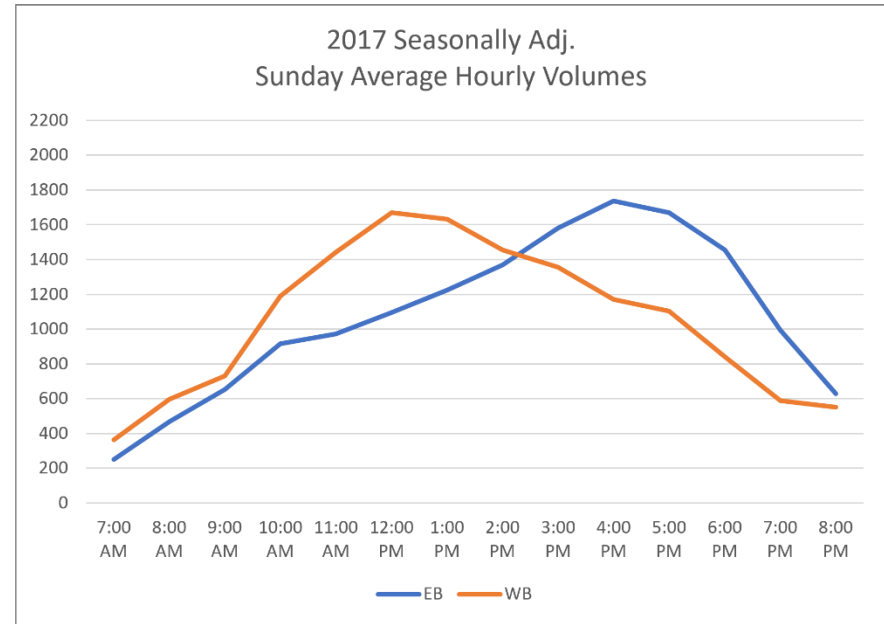


**Figure 2-6  
Sunday Volume Counts**

**2021**



**2017**



## 2.3 Development of Design Characteristics

Design characteristics: K, D, T, DHT, and peak hour factors were calculated from the traffic counts and compared to other sources to develop recommended characteristics.

### 2.3.1 Standard K Factor

In accordance with the *FDOT 2019 Project Traffic Forecasting Handbook*, the design hour factor or standard K-factor of 9.0% is recommended for SR 789 and all side-streets.

### 2.3.2 Peak Hour Factor

AM and PM peak hours were determined by conflating 15-minute period collections into hourly totals from the turning movement counts. A review of the collected intersection and bi-directional data showed the Saturday AM peak period was from 11:00 AM to 12:00 PM and the PM peak period was from 3:30 PM to 4:30 PM. A peak hour factor (PHF) of 0.95 was used as recommended in the *FDOT 2021 Traffic Analysis Handbook* for urban arterials; PHF calculated from traffic counts (AM 0.977 and PM 0.988) aligned with this recommendation.

Directionality for all cross streets and entrances was determined by examining the hourly movement of traffic through the corridor. The highest peak hour percentage of daily volumes of traffic in the study area are westbound in the morning and eastbound in the evening. For the analysis, a westbound direction was used for the AM peak hour and an eastbound direction was used for the PM peak hour.

### 2.3.3 D Factor

The directional distribution (D) factors calculated from the traffic counts are shown in **Table 2-1**. Historical D factors from FTI are shown in **Table 2-2**. Because Saturday AM D factors in **Table 2-1** are higher than the maximum limit of 60% outlined in the *Forecast and Analysis Methodology Report* and the aforementioned “worst case scenario” approach is to be applied in this analysis, the recommended D factor is 60%.

**Table 2-1  
Peak Hour D Factors Calculated from Counts**

Directional (D) Factors from Counts	T-Th		Sat	
	AM	PM	AM	PM
SR 789 west of Bird Key Dr – Volume Count	57.4%	58.1%	57.5%	59.1%
SR 789 at Bird Key Dr*	59.1%	51.6%	59.6%	51.1%
SR 789 at Sarasota Harbour East*	60.6%	55.8%	63.8%	52.7%
SR 789 at Sarasota Harbour West*	60.3%	54.0%	63.8%	52.9%
Averages	59.4%	54.9%	61.2%	54.0%
Overall Averages	57.1%		57.6%	

(\*) From turning movement counts

**Table 2-2  
Historical D Factors from FTI**

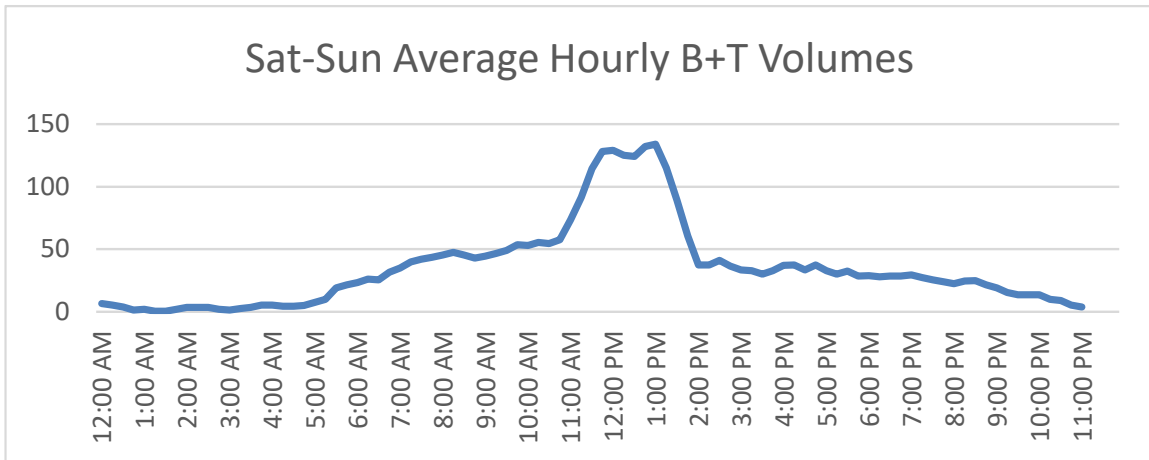
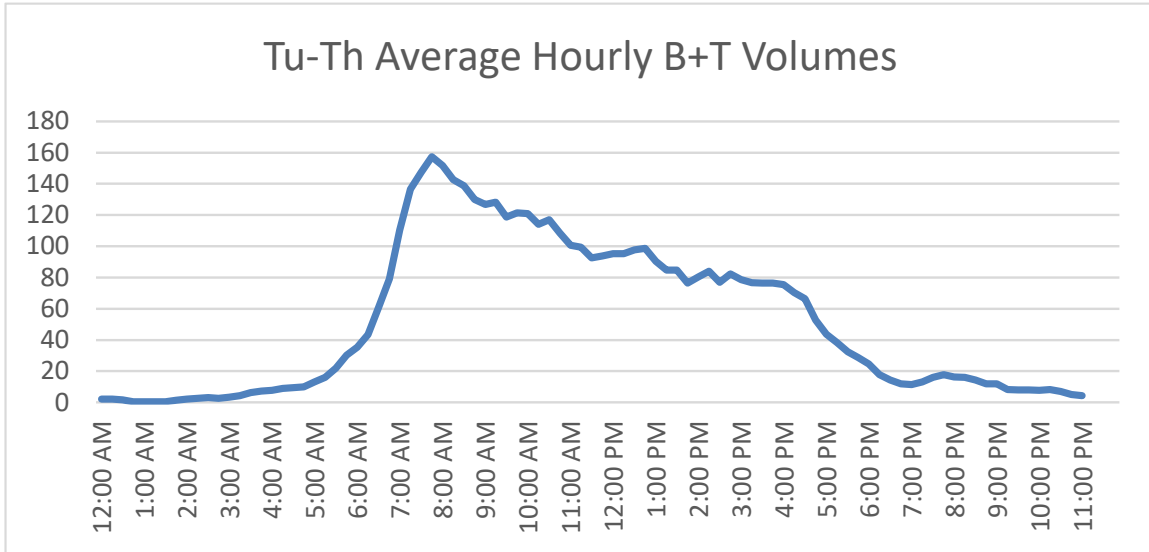
FTI Historical Directional (D) Factors	2015	2016	2017	2018	2019
SR 789 east of Bird Key Dr (cosite 170011)	52.3%	52.6%	52.3%	52.3%	52.0%
SR 789 west of Bird Key Dr (cosite 175078)	52.3%	52.6%	52.3%	52.3%	52.0%
SR 789 east of St. Armands Cir (cosite 175026)	52.3%	52.6%	52.3%	52.3%	52.0%
Averages	52.3%	52.6%	52.3%	52.3%	52.0%
Overall FTI Historical Average	52.3%				

### 2.3.4 T and DHT

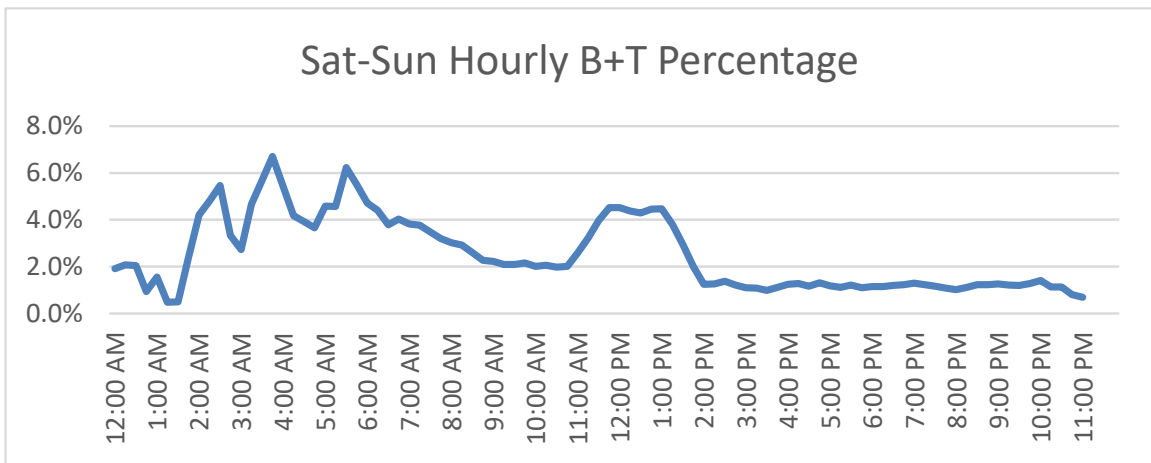
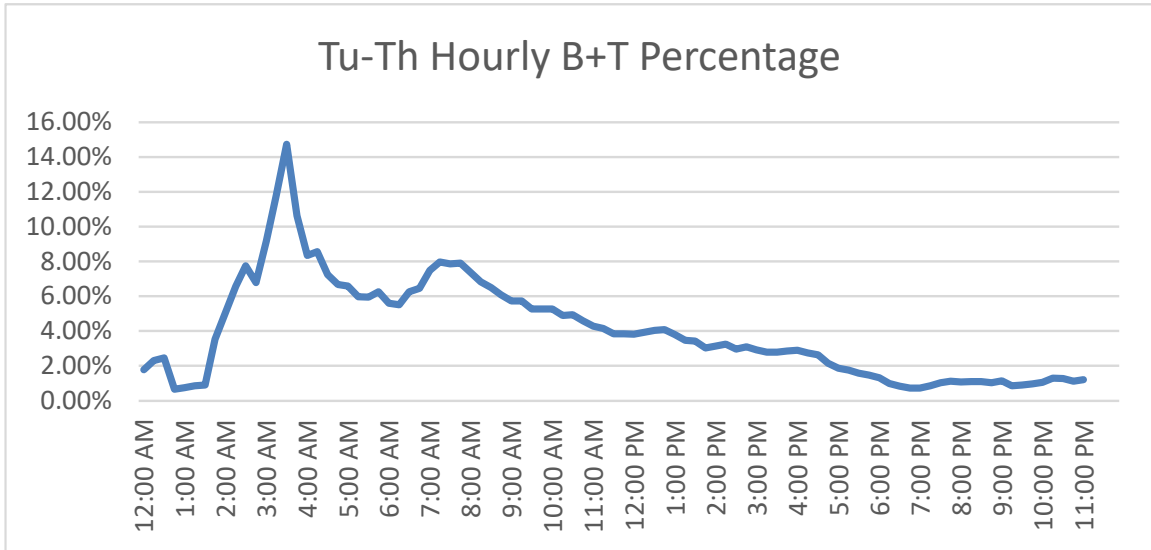
Vehicle classification counts west of Bird Key Drive for the 7-day count period demonstrated that the volume of trucks classified as bus or single unit 3-axle trucks or larger are highest on weekday mornings at 8:00 AM and then lessen through the day until dropping off after 6:00 PM. Weekend truck volumes are highest mid-day. **Figure 2-7** shows the hourly truck volumes on SR 789 on weekdays and weekends. Truck percentages, however, show that the highest percentage of trucks on SR 789 are before 6:00 AM and then fall throughout the day with weekend percentages showing a second peak percentage mid-day. Hourly truck percentages are shown in **Figure 2-8**. A summary table of truck factors for the study area is shown in **Table 2-3**. The daily truck percentage calculated from classification counts is 3% and from historical FTI is 4%. Typically, this percentage would be halved to find a peak hour truck percentage. In this case, we wanted to find a peak season peak hour truck percentage. To do this, the weekday peak hours were determined to be 8:00 AM and 3:30 PM from the classification counts. The average truck

percentage from these peak hour time periods came out to be 4.6%. Therefore, for this study the recommended peak hour truck percentage is 4%.

**Figure 2-7**  
**Bus and Truck (B+T) Hourly Volumes on SR 789 West of Bird Key Drive**



**Figure 2-8**  
**Bus and Truck (B+T) Hourly Percentages on SR 789 West of Bird Key Drive**



**Table 2-3  
Truck Factors from Classification Counts and FTI**

<b>Average Daily Truck Percentages from Classification Counts</b>	<b>Bus</b>	<b>Single Unit</b>	<b>Single Trailer</b>	<b>Multi-trailer</b>	<b>Bus &amp; Truck</b>
SR 789 west of Bird Key Dr T-Th	0.1%	2.5%	1.0%	0.0%	3.6%
SR 789 west of Bird Key Dr Sat-Sun	0.2%	1.4%	0.6%	0.0%	2.1%
Averages	0.2%	2.0%	0.8%	0.0%	2.9%
<b>FTI Historical Truck Factors</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
SR 789 east of Bird Key Dr (cosite 170011)	3.8%	5.6%	2.6%	4.7%	4.6%
SR 789 west of Bird Key Dr (cosite 175078)	3.9%	3.9%	3.9%	3.5%	5.0%
SR 789 east of St. Armands Cir (cosite 175026)	4.2%	2.9%	3.0%	3.5%	4.2%
Averages	4.0%	4.1%	3.2%	3.9%	4.6%
Overall FTI Historical Average	4.0%				
<b>Monday - Thursday Peak Hour Bus &amp; Truck Percentages from Classification Counts</b>					<b>AVG Truck %</b>
AM Weekday Peak Hour	7:00 AM	7:15 AM	7:30 AM	7:45 AM	
AM Weekday Peak Hour Truck %	7.4%	6.8%	6.5%	6.1%	6.4%
PM Weekday Peak Hour	3:30 PM	3:45 PM	4:00 PM	4:45 PM	
PM Weekday Peak Hour Truck %	2.8%	2.9%	2.9%	2.8%	2.8%
Overall Average					4.6%

### 2.3.5 Recommended Design Traffic Characteristics

Final recommended design traffic characteristics are shown in **Table 2-4**.

**Table 2-4  
Recommended Design Traffic Characteristics**

<b>Standard K</b>	<b>9%</b>
<b>D-Factor</b>	<b>60%</b>
<b>T<sub>24</sub> and T<sub>Peak</sub> for SR 789</b>	<b>T<sub>24</sub> = 4%, T<sub>Peak</sub> = 4%</b>
<b>PHF</b>	<b>95%</b>

## 2.4 2021 Existing Peak Season Traffic Volumes

As outlined in the *Traffic Analysis Methodology Report*, to obtain “worst case scenario” volumes, 2021 peak season average daily traffic (PSADT) for the study area was developed from the 2018 FTI AADTs. A peak season factor of 88% was obtained from the average peak season FTI seasonal factors shown in **Table 2-5**. This factor was applied to the 2018 AADTs to obtain 2018 PSADTs. The 2018 PSADTs were extrapolated to 2021 PSADTs by applying the growth rate from the 2010 and 2040 model outputs. All 2018 seasonal factors for this location are provided in **Appendix C**.

**Table 2-5**  
**2018 Seasonal Factors for Sarasota Beaches**

YEAR	SFCAT	WEEK_NUM	DATES	VALUE	PEEK_WEEKS
2018	1702	5	01/28/2018 - 02/03/2018	0.93	*
2018	1702	6	02/04/2018 - 02/10/2018	0.89	*
2018	1702	7	02/11/2018 - 02/17/2018	0.86	*
2018	1702	8	02/18/2018 - 02/24/2018	0.85	*
2018	1702	9	02/25/2018 - 03/03/2018	0.85	*
2018	1702	10	03/04/2018 - 03/10/2018	0.85	*
2018	1702	11	03/11/2018 - 03/17/2018	0.85	*
2018	1702	12	03/18/2018 - 03/24/2018	0.86	*
2018	1702	13	03/25/2018 - 03/31/2018	0.87	*
2018	1702	14	04/01/2018 - 04/07/2018	0.88	*
2018	1702	15	04/08/2018 - 04/14/2018	0.89	*
2018	1702	16	04/15/2018 - 04/21/2018	0.90	*
2018	1702	17	04/22/2018 - 04/28/2018	0.93	*
Average				0.88	

For the cross streets and entrances, 2021 turning movement counts were used to calculate the percentage of total intersection volume for each intersection leg. These intersection leg percentages were used to calculate 2018 cross street PSADTs from the 2018 SR 789 PSADTs. An example of this proportional calculation is provided in **Appendix D**. The resulting 2018 volumes were extrapolated to 2021 volumes using the average growth rate from the 2010 and



2040 model outputs. The development of the initial peak season 2021 PSADTs is shown in **Table 2-6**.

#### *2.4.1 Existing Turning Movement Volumes*

Peak Season Daily Directional Hourly Volumes (DDHVs) and Turning Movement Volumes (TMVs) were calculated from the initial 2021 PSADTs using the recommended K and D factors shown in **Table 2-4** and the peak hour turning movement percentages calculated from the turning movement counts. Resulting TMVs were balanced and adjusted using the 2021 PSADT east of Bird Key Drive as a control point.

Results were compared to seasonally adjusted raw counts to see if the calculated volumes were similar to the actual volumes. This comparison is shown in **Table 2-7**. Data collection for this project began on Saturday, May 1, 2021, and collected through May 7, 2021. The raw counts used for the comparison noted are the Saturday counts (May 1, 2021). According to the methodology statement, 2018 peak hour factors are to be applied to the 2021 counts and two peak hour adjustment factors are available for the May 1, to May 7, time-period. From 4/29/2018-5/5/2018 the adjustment factor was 96% and from 5/6/2018-5/12/2018 the adjustment factor was 99%. Because the two factors straddle the time period of the counts, either value could be used. The 96% peak hour factor was selected for this comparison due to the fact that the 88% peak season factor was selected for the 2021 PSADT volume development, and the resulting adjusted values are more representative.

Balanced PSADTs calculated from the balanced design hour turning movements were compared to the initial forecast PSADTs. Results are shown in **Table 2-8**. The PSADTs furthest from the control point are higher than the initial calculations but are within the expected volumes for this corridor. Balanced turn volumes are diagrammed in **Figure 2-9**.

No counts were available for the western entrance to Sarasota Harbour West so turn volumes were estimated from Trip Generation 9<sup>th</sup> Edition tables for Recreational Homes 260. The trips from this category provided volumes that balanced more closely to neighboring intersection counts when compared to trips from the Residential Condo/Townhouse 230 category.

**Table 2-6  
Development of Initial 2021 Peak Season ADTs**

Location	AADT	Seasonal Adjustment Factor	Seasonally Adjusted AADT	Model outputs		Annual Growth Rate	Initial PSADT
	2018	2018 FTI	2018	2010	2040	Model	2021
SR 789 W of Sarasota Harbour W	30,000	0.88	34,181	34,061	39,124	0.46%	34,700
SR 789 E of Sarasota Harbour W	30,000	0.88	34,181	34,061	39,124	0.46%	34,700
SR 789 W of Sarasota Harbour E	30,000	0.88	34,181	34,061	39,124	0.46%	34,700
SR 789 E of Sarasota Harbour E	33,000	0.88	37,599	36,626	42,065	0.46%	38,100
SR 789 W of Bird Key Dr	33,000	0.88	37,599	36,626	42,065	0.46%	38,100
SR 789 E of Bird Key Dr	34,000	0.88	38,738	38,503	44,165	0.46%	39,300
Sarasota Harbour W Ent N of SR 789	108	0.88	123	-	-	0.46%	100
Plymouth Harbor Ent S of SR 789	217	0.88	247	-	-	0.46%	200
Sarasota Harbor E N of SR 789	68	0.88	77	-	-	0.46%	100
Sarasota Yacht Club Ent S of SR 789	290	0.88	331	-	-	0.46%	300
Bird Key Dr N of SR 789	416	0.88	475	-	-	0.46%	500
Bird Key Dr S of SR 789	1,151	0.88	1,311	-	-	0.46%	1,300

**Table 2-7  
Calculated Design Hour Existing (2021) Peak Season Turning Movement Volumes Compared to Seasonally Adjusted 2021 Counts**

Sarasota Harbour West Intersection Volume Comparison																						
<b>RAW Adj Sat Pk Hr Counts</b>	Sarasota Harbour West Southbound					SR 789 Westbound					Sarasota Harbour West Northbound					SR 789 Eastbound					Int	
Start Time (60 minutes beginning)	U Turn	Left	Thru	Right	RTOR	U Turn	Left	Thru	Right	RTOR	U Turn	Left	Thru	Right	RTOR	U Turn	Left	Thru	Right	RTOR	Total	
11:00 AM Total	0	4	0	0	0	6	30	1,807	6	0	0	4	0	13	0	2	3	1,157	10	0	3,044	
3:30 PM Total	0	6	2	3	0	0	18	1,453	4	0	0	0	0	23	0	6	1	1,684	2	0	3,203	
<b>Balanced Design Hr Vol</b>																						
AM Peak Hr	0	4	0	0		7	31	1,959	6		0	3	0	9		2	3	1,369	11		3,404	
PM Peak Hr	0	3	1	2		0	16	1,324	4		0	0	0	8		7	1	2,067	2		3,435	
Sarasota Harbour East Intersection Volume Comparison																						
<b>RAW Adj Sat Pk Hr Counts</b>	Sarasota Harbour East Southbound					SR 789 Westbound					Sarasota Yacht Club Northbound					SR 789 Eastbound					Int	
Start Time (60 minutes beginning)	U Turn	Left	Thru	Right	RTOR	U Turn	Left	Thru	Right	RTOR	U Turn	Left	Thru	Right	RTOR	U Turn	Left	Thru	Right	RTOR	Total	
11:00 AM Total	0	4	0	2	0	6	22	1,851	7	0	0	1	0	7	0	0	2	1,167	6	0	3,076	
3:30 PM Total	0	5	0	1	0	4	20	1,463	1	0	0	6	0	19	0	2	2	1,693	1	0	3,217	
<b>Balanced Design Hr Vol</b>																						
AM Peak Hr	0	3	0	1		5	25	2,001	8		0	2	0	13		0	2	1,379	7		3,446	
PM Peak Hr	0	6	0	1		4	20	1,338	1		0	3	0	11		2	2	2,073	1		3,462	

**Table 2-7 Continued**

Bird Key Drive Intersection Volume Comparison

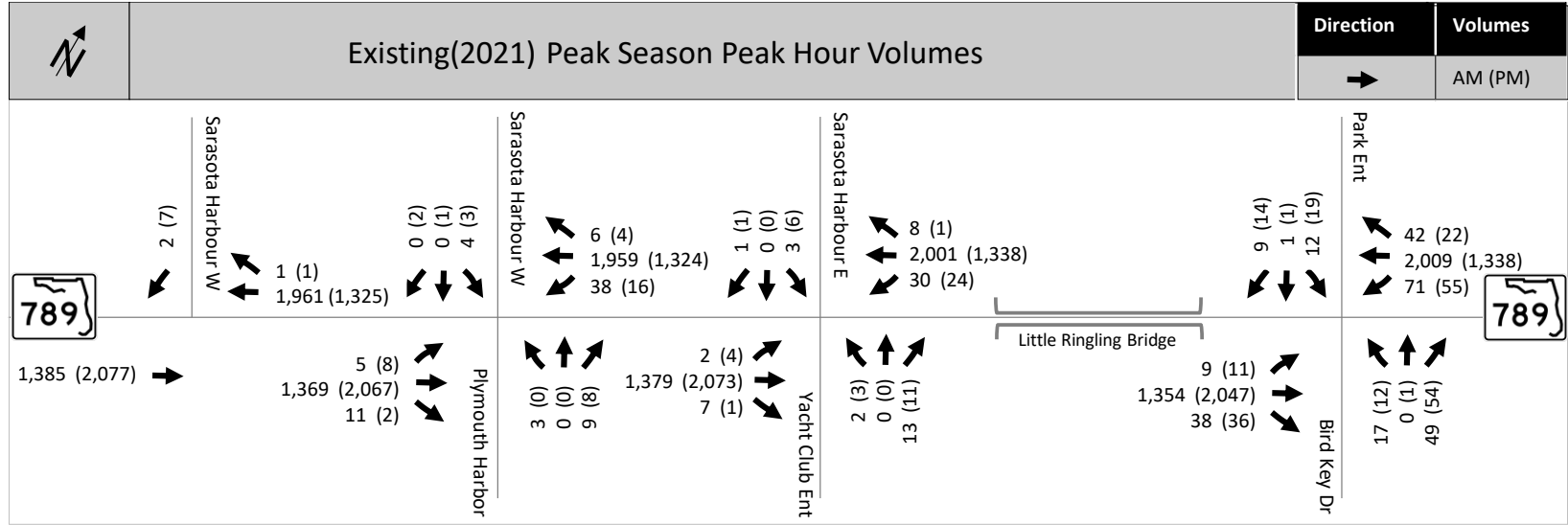
RAW Adj Sat Pk Hr Counts	Bird Key Park Southbound					SR 789 Westbound					Bird Key Drive Northbound					SR 789 Eastbound					Int	
	U Turn	Left	Thru	Right	RTOR	U Turn	Left	Thru	Right	RTOR	U Turn	Left	Thru	Right	RTOR	U Turn	Left	Thru	Right	RTOR	Total	
11:00 AM Total	1	17	2	8	6	2	67	1,858	36	0	0	28	0	22	57	3	4	1,148	30	4	3,295	
3:30 PM Total	1	24	1	2	17	3	60	1,456	25	0	0	13	1	17	40	0	9	1,695	26	6	3,396	
<b>Balanced Design Hr Vol</b>																						
AM Peak Hr	1	11	1	9		2	69	2,009	42		0	17	0	49		4	5	1,354	38		3,611	
PM Peak Hr	1	18	1	14		3	52	1,338	22		0	12	1	54		0	11	2,047	36		3,610	

**Table 2-8  
Initial 2021 Peak Season Average Daily Traffic Compared to Balanced Peak Season ADTs**

Location	Initial	Balanced	Difference	% Diff
	2021	2021		
SR 789 west of Sarasota Harbour West	34,700	<b>38,500</b>	3,800	10%
SR 789 west of Sarasota Harbour East	34,700	<b>38,600</b>	3,900	11%
SR 789 west of Bird Key Dr	38,100	<b>38,900</b>	800	2%
SR 789 east of Bird Key Dr*	39,300	<b>39,300</b>	0	0%
Sarasota Harbour West north of SR 789	100	<b>100</b>	0	0%
Plymouth Harbor south of SR 789	200	<b>200</b>	0	0%
Sarasota Harbour East north of SR 789	100	<b>100</b>	0	0%
Sarasota Yacht Club south of SR 789	300	<b>400</b>	100	29%
Bird Key Dr north of SR 789	500	<b>600</b>	100	18%
Bird Key Dr south of SR 789	1,300	<b>1,900</b>	600	38%

(\*) control point for balancing

**Figure 2-9  
Balanced Existing (2021) Peak Hour Volumes**



### 3 SUB-AREA MODEL VALIDATION

Version 1.0.6 of the Florida Standard Urban Transportation Model Structure (FSUTMS) compliant Florida Department of Transportation (FDOT) District 1 District-wide Cost Feasible 2040 Regional Planning Model was used to develop a calibrated and validated sub-area model. The sub-area model was used to develop opening year and design year traffic volumes using the model output refinement process found in Chapter 6 of the National Cooperative Highway Research Program's Report 765 (NCHRP 765). The sub-area validation report is included in **Appendix E**.

## 4 FUTURE TRAFFIC FORECASTS

The sub-area validation report documents the development of the alternatives by identifying and incorporating network adjustments. Traffic volumes were forecast to opening and design year volumes by applying NCHRP 765 adjustment procedures to the model outputs for each alternative. Volumes were adjusted as necessary to align with the trends shown in historical and projected growth rates in the area. Design hour volumes for all alternatives were calculated by multiplying future PSADTs by the K and D factors to develop directional design hour volumes (DDHVs). Turning movement percentages from the 2021 turning movement counts were applied to the DDHVs to calculate design hour turning movement volumes which were then balanced through the study corridor.

### 4.1 Population Projections

Population projections from the University of Florida’s Bureau of Economic and Business Research (BEBR) were collected to find low, medium, and high population growth estimates. Projections for Sarasota County are summarized in **Table 4-1**.

**Table 4-1  
BEBR Population Projections for Sarasota County**

Sarasota		2025		2030		2035		2040		2045	
2019	Projection	Pop	Growth	Pop	Growth	Pop	Growth	Pop	Growth	Pop	Growth
426,275	Low	433,000	0.26%	444,200	0.38%	452,400	0.37%	459,000	0.35%	463,900	0.33%
	Med	464,900	1.46%	489,600	1.27%	510,500	1.13%	529,400	1.04%	546,500	0.96%
	High	494,300	2.50%	534,600	2.08%	570,400	1.84%	605,400	1.68%	639,200	1.57%



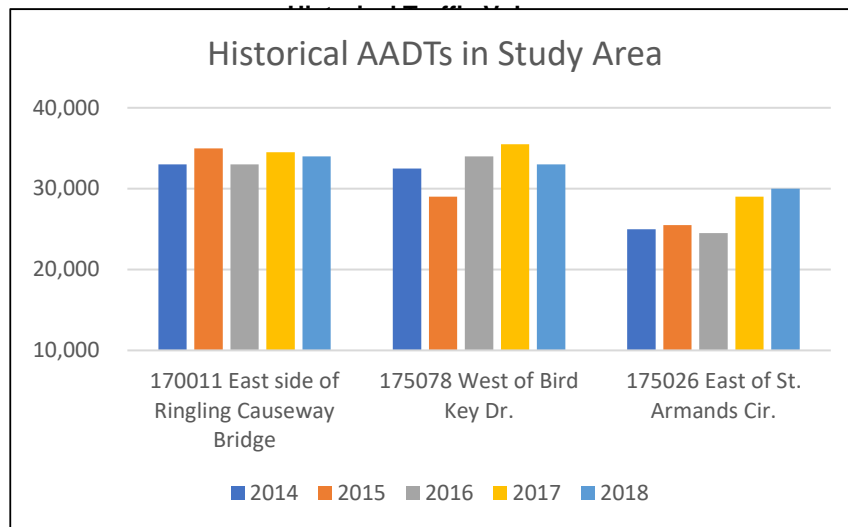
## 4.2 Historical Traffic Growth

Traffic volumes in the study area have grown slightly in the past five years based on data collected from FDOT’s Florida Traffic Online web application. Two FDOT count stations in the study area show little growth (Cosite 170011 and 175078) and one location (Cosite 175026) shows heightened growth in traffic volumes. The average Compound Annual Average Growth Rate (CAGR) for all locations is 1.9%. The data is displayed in **Figure 4-1** and **Table 4-2**.

## 4.3 Model Growth Rates

The average 2010-2040 model growth rate shown in **Table 2-6** also showed minimal growth at 0.46%. This rate is similar to the low BEBR growth rate and lower than the FTI average historical growth rate.

**Figure 4-1**



**Table 4-2**  
**Historical Traffic Volumes and Compound Annual Growth Rates (CAGR)**

Cosite Location	2014	2015	2016	2017	2018	CAGR
170011 East side of Ringling Causeway	33,000	35,000	33,000	34,500	34,000	0.7%
175078 West of Bird Key Dr.	32,500	29,000	34,000	35,500	33,000	0.4%
175026 East of St. Armands Cir.	25,000	25,500	24,500	29,000	30,000	4.7%
Average CAGR						1.9%

## 4.4 Project Alternatives

The project alternatives for this study focus on bridge design and multi-modal accommodations; no roadway network design changes are part of this design. Therefore, the no-build and build alternatives will use the same forecasted future traffic volumes. Traffic projections were developed for opening and design year volumes.

## 4.5 Future Traffic Volumes

As discussed in the *Forecast and Analysis Methodology Report*, existing traffic volumes were projected to design year volumes by applying travel demand model growth rates to the initial existing PSADTs. *National Cooperative Highway Research Program (NCHRP) Report 765* adjustment procedures were also applied to the model outputs for comparison. Calculated future volumes were adjusted as necessary against the trends shown in historical and projected growth rates in the area. Volumes were then balanced through the roadway network to obtain future year PSADTs.

Design hour volumes were calculated by multiplying PSADTs by the K and D factors to develop directional design hour volumes (DDHVs). Turning movement percentages calculated from existing condition turning movement counts were applied to the DDHVs to calculate design hour turning movement volumes (DHTMVs) which were balanced for reasonability at each intersection; the TMCs were reviewed for weekend and weekday volumes and percentages to determine the more conservative volumes. Flow charts for all traffic development steps are shown in **Figure 4-2**.

### 4.5.1 Design Year (2045) Volume Development

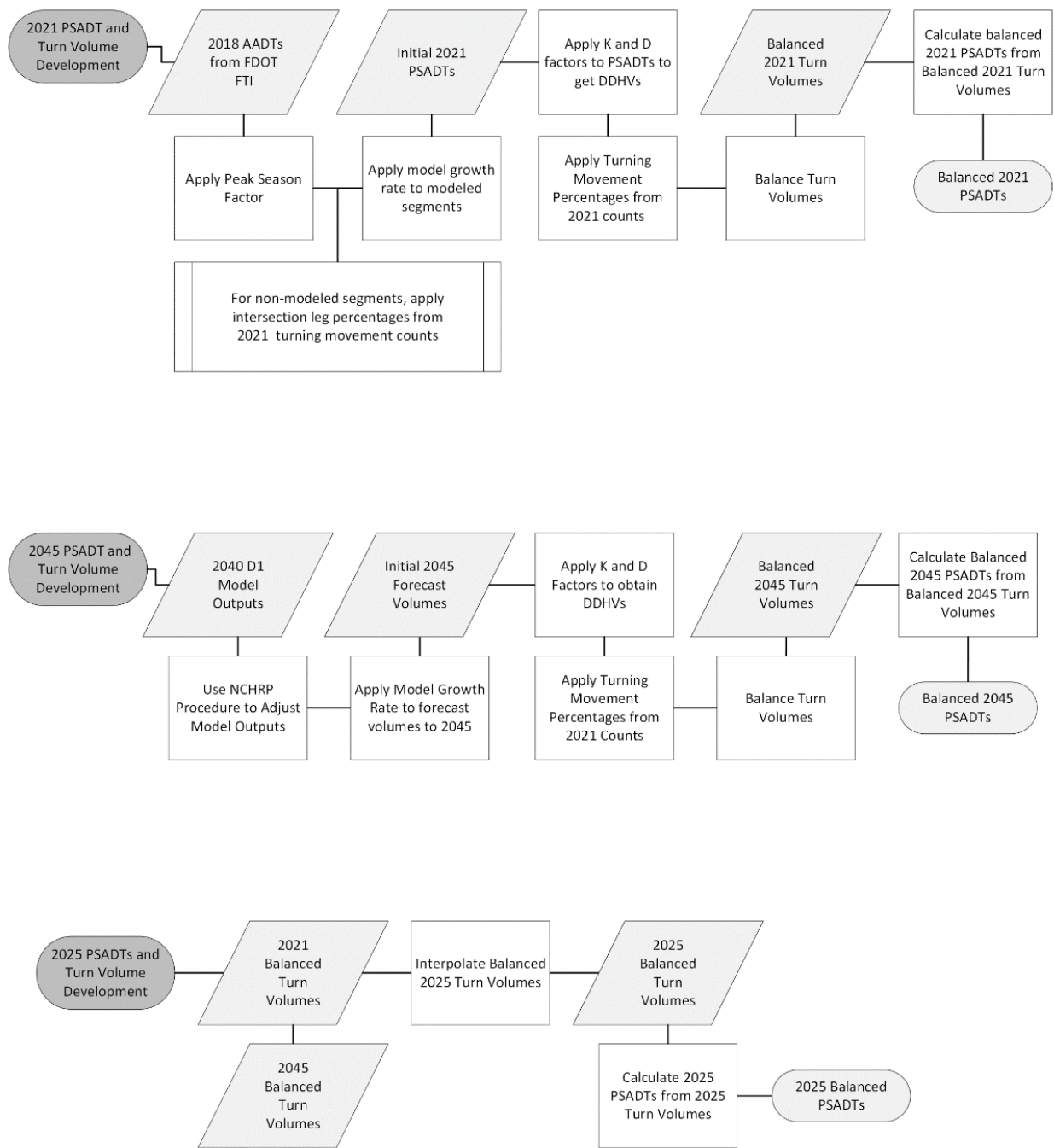
Base year (2010) and future year (2040) model plots for the study area are included in the sub-area validation report in **Appendix E**. The model growth rate of 0.46% was applied to the 2021 initial PSADTs. For comparison, 2040 model outputs were adjusted using the NCHRP 765 procedures and then linearly forecast to 2045 using the 2021 PSADTs and the adjusted 2040 model outputs. **Table 4-3** shows the initial design year volume development. DDHVs were calculated from the initial design year PSADTs using the recommended K and D factors and appropriate directionality. Existing condition turning movement percentages were applied to DDHVs to determine design year intersection turning movement volumes.

Finally, turning movement volumes were balanced through the study area in an iterative process using the PSADT for the segment east of Bird Key Drive as a control point. **Appendix F** contains the balancing worksheets. Some manual adjustments were made before and after volumes were entered into the balancing worksheets. Balanced PSADTs were calculated from the resulting balanced turn volumes by calculating approach volumes from the balanced AM and PM turn volumes and dividing by the appropriate K and D factors. Final balanced PSADTs are the maximum of the balanced AM and PM approach PSADTs and are shown in **Section 5**.

#### 4.5.2 *Opening (2025) Year Volume Development*

The opening year turning movements were interpolated from the existing and design year turning movements. Manual adjustments were made to balance volumes to adjacent segments. Approach PSADTs were calculated from the approach volumes of the balanced turning movements for both AM and PM periods. Final balanced PSADTs are the maximum of the balanced AM and PM approach PSADTs and are shown in **Section 5**.

**Figure 4-2  
Flowcharts for 2021, 2045 and 2025 Volume Development**



**Table 4-3  
Design Year 2045 Volume Development**

Location	Model outputs		Model	Model CAGR	2040 NCHRP			Initial PSADTs	
	2010	2040	2021*	2010-2040	Ratio	Difference	Average	2021	2045**
SR 789 W of Sarasota Harbour W	34,061	39,124	35,917	0.46%	37,798	37,907	37,852	34,700	38,700
SR 789 E of Sarasota Harbour W	34,061	39,124	35,917	0.46%	37,798	37,907	37,852	34,700	38,700
SR 789 W of Sarasota Harbour E	34,061	39,124	35,917	0.46%	37,798	37,907	37,852	34,700	38,700
SR 789 E of Sarasota Harbour E	36,626	42,065	38,620	0.46%	41,498	41,545	41,521	38,100	42,500
SR 789 W of Bird Key Dr	36,626	42,065	38,620	0.46%	41,498	41,545	41,521	38,100	42,500
SR 789 E of Bird Key Dr	38,503	44,165	40,579	0.46%	42,773	42,886	42,829	39,300	43,800
Sarasota Harbour W Ent N of SR 789	-	-	-	0.46%	-	-	-	100	100
Plymouth Harbor Ent S of SR 789	-	-	-	0.46%	-	-	-	200	200
Sarasota Harbour E N of SR 789	-	-	-	0.46%	-	-	-	100	100
Sarasota Yacht Club Ent S of SR 789	-	-	-	0.46%	-	-	-	300	300
Bird Key Dr N of SR 789	-	-	-	0.46%	-	-	-	500	560
Bird Key Dr S of SR 789	-	-	-	0.46%	-	-	-	1,300	1,450

\*Linear Forecast of 2010 and 2040 model outputs

\*\*Model growth rates applied to 2021 Initial PSADTs

## 5 SUMMARY

The data and assumptions used to develop the opening and design year volumes for the SR 789 study area have been documented in this technical memorandum. These volumes will be used for operational analysis of the alternatives for the existing, opening, and design years.

### 5.1 Opening, Interim, and Design Year Volumes

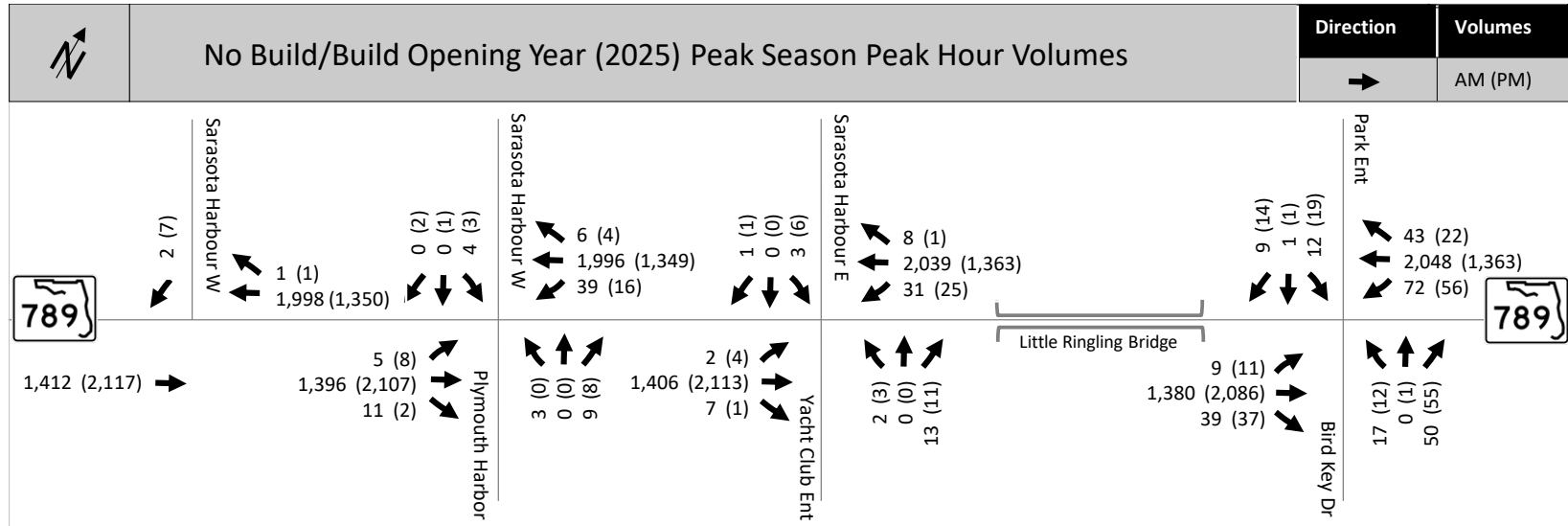
The initial volumes from **Table 4-3** were balanced using an iterative process with the volume on the segment east of Bird Key Drive as a control point. The resulting balanced PSADTs for opening and design years for each alternative are shown in **Table 5-1**.

Opening and design year turning movement volumes for all alternatives are shown in **Figure 5-1** and **Figure 5-2**, respectively.

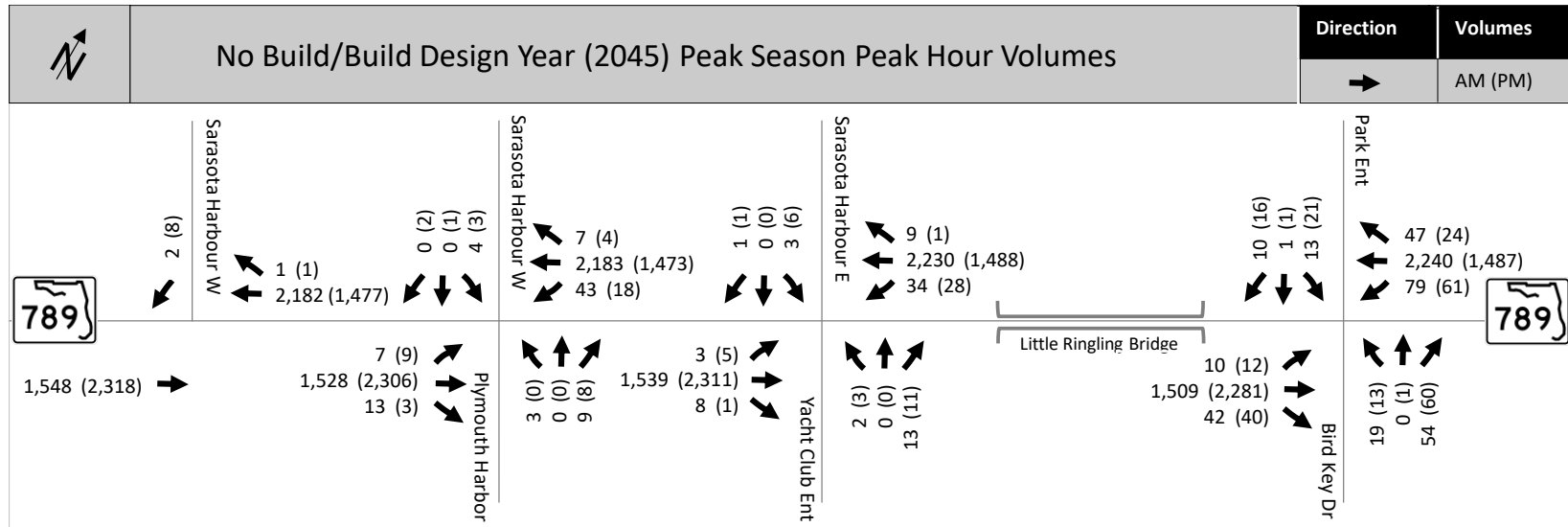
**Table 5-1**  
**Balanced PSADTs for Existing, Opening and Design Year**

Location	Balanced PSADTs		
	Existing	No Build / Build	
	2021	2025	2045
SR 789 west of Sarasota Harbour West	38,500	39,300	43,000
SR 789 west of Sarasota Harbour East	38,600	39,400	43,100
SR 789 west of Bird Key Dr	38,900	39,700	43,400
SR 789 east of Bird Key Dr	39,300	40,100	43,800
Sarasota Harbour West north of SR 789	100	100	100
Plymouth Harbor south of SR 789	200	200	200
Sarasota Harbour East north of SR 789	100	100	100
Sarasota Yacht Club south of SR 789	400	400	400
Bird Key Dr north of SR 789	600	600	700
Bird Key Dr south of SR 789	1,900	1,900	2,100

**Figure 5-1**  
**Opening Year Peak Season Design Hour Volumes (2025)**



**Figure 5-2**  
**Design Year Peak Season Design Hour Volumes (2045)**





# APPENDICES

- A. Forecast and Analysis Methodology Report
- B. Traffic Counts
- C. Appendix C: 2018 Seasonal Adjustment Factors
- D. Appendix D: Example of Cross Street AADT Proportional Calculation
- E. Appendix E: Subarea Travel Demand Model Validation Memo with Model Plots
- F. Appendix F: Design Year Balancing Worksheets

**APPENDIX A:**  
**Forecast and Analysis Methodology Report**

# Forecast and Analysis Methodology Report

Florida Department of Transportation District One

SR 789 (Ringling) Project Development and Environment Study and Design Services

From Bird Key Drive to Sarasota Harbour West

Sarasota County, Florida

Financial Management Numbers: 436680-1-22-01 & 436680-1-32-01

August 2021

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by FHWA and FDOT.

**Prepared by:**

Rummel, Klepper & Kahl, LLP  
402 S Kentucky Ave, Suite 400  
Lakeland, FL • 33801

## TABLE OF CONTENTS

---

<b>1.0</b>	<b>INTRODUCTION .....</b>	<b>1</b>
<b>2.0</b>	<b>PROJECT DESCRIPTION.....</b>	<b>1</b>
<b>3.0</b>	<b>TRAFFIC ANALYSIS OBJECTIVE .....</b>	<b>1</b>
<b>4.0</b>	<b>TRAFFIC ANALYSIS ASSUMPTIONS.....</b>	<b>1</b>
4.1	Study Area .....	1
4.2	Analysis Periods and Years .....	2
4.3	Project Alternatives .....	2
<b>5.0</b>	<b>TRAFFIC ANALYSIS TOOLS .....</b>	<b>3</b>
<b>6.0</b>	<b>TRAFFIC DATA COLLECTION.....</b>	<b>4</b>
6.1	Traffic Factors.....	6
<b>7.0</b>	<b>TRAFFIC FORECASTING.....</b>	<b>7</b>
7.1	Travel Demand Model.....	7
7.2	Population Projections .....	7
7.3	Historical Traffic Growth .....	8
<b>8.0</b>	<b>MEASURES OF EFFECTIVENESS .....</b>	<b>10</b>
8.1	Level of Service.....	10
8.2	Queue Length .....	10
<b>9.0</b>	<b>SAFETY .....</b>	<b>10</b>
<b>10.0</b>	<b>DOCUMENTS FOR SUBMITTAL .....</b>	<b>11</b>

# List of Figures

---

Figure 4-1: SR 789 (John Ringling Blvd) Study Area .....	2
Figure 6-1: Traffic Count Location Map .....	5
Figure 6-2: Historical and Calculated AADT .....	6
Figure 6-3: Peak Season Average Daily Traffic Development .....	6
Figure 7-1: Historical Traffic Volumes.....	8
Figure 7-2: Historical AADT's from FTI Database .....	9

# List of Tables

---

Table 7-1: BEBR Population Projections for Sarasota County .....	7
Table 7-2: Historical Traffic Volumes and Compound Annual Growth Rates (CAGR).....	8
Table 7-3: Available Historical Data from 2000 and R Squareds for All and Past Seven Years.....	9

## 1.0 INTRODUCTION

This forecast and analysis methodology report is prepared to document the project limits, assumptions, and methodologies that will be used in developing the Project Traffic Analysis Report (PTAR) for the SR 789 / John Ringling Causeway Project Development and Environment (PD&E) and Design Services study. The PTAR will detail existing and future traffic characteristics, operational performance, and safety of the existing study area roadway network. Future traffic conditions will be developed based on the assumptions and methodologies outlined in this forecast and analysis methodology report.

## 2.0 PROJECT DESCRIPTION

The Florida Department of Transportation (FDOT), District One, is conducting a PD&E and design services study for proposed replacement alternatives for the Little Ringling bridges in Sarasota County, on SR 789 over Coon Key waterway. The project limits are on SR 789, from Bird Key Drive to Sarasota Harbour West in Sarasota County, for approximately 0.74 miles. The bridge alternatives will include bicycle and pedestrian accommodations, intended to improve traffic movements and improve safety for all users.

## 3.0 TRAFFIC ANALYSIS OBJECTIVE

The objective of the PTAR is to assess existing and future traffic operations on the roadway network in the study area and analyze the anticipated future performance of the roadway network with and without potential improvements. Potential improvements will be identified and screened for future travel, safety, and multi-modal objectives. The traffic analysis serves to ensure that the future roadway network provides enough capacity for the safe and efficient movement of traffic through the design year.

## 4.0 TRAFFIC ANALYSIS ASSUMPTIONS

### 4.1 Study Area

The study area begins at the intersection of John Ringling Causeway and Bird Key Drive and continues west to the entrance of the Sarasota Harbour West Condominiums on John Ringling Causeway, approximately 0.74 miles; the FDOT Roadway ID is 17030000 with the study area mile markers from 1.206 to 1.947. It contains the intersection of SR 789 and Bird Key Drive and three driveway entrances, one at Sarasota Harbour East / Sarasota Yacht Club (MP 1.700), one at Sarasota Harbour West / Plymouth Harbor (MP 1.830), and one at Sarasota Harbour West (MP 1.947). A map of the study area is shown in **Figure 4-1**.

Figure 4-1: SR 789 (John Ringling Blvd) Study Area



#### 4.2 Analysis Periods and Years

Traffic operational analysis will include AM and PM peak period traffic conditions for the following analysis years:

- Existing year: 2020
- Opening year: 2025
- Design year: 2045

Capacity and operational analyses for the segments and intersections will be performed using FDOT's Generalized Level-of-Service tables and the Highway Capacity Manual, 6<sup>th</sup> Edition, respectively.

#### 4.3 Project Alternatives

Operational analyses for opening, and design years will include an evaluation of a no-build alternative as well as one build alternative identified as viable and feasible based on deficiencies noted from the no-build analysis. The no-build alternatives analysis will use forecasted future traffic volumes on the existing roadway network, while the build will reflect the no-build condition with modified future roadway network alternatives.

## 5.0 TRAFFIC ANALYSIS TOOLS

Study area segments and intersections will be analyzed according to the methodologies provided in the *Highway Capacity Manual, 6<sup>th</sup> Edition* (HCM), the *2021 FDOT Traffic Analysis Handbook*, and *2019 FDOT Project Traffic Forecasting Handbook*. Daily and peak hour traffic volumes on roadway segments will be evaluated using the *FDOT 2020 QLOS Handbook* and the *2020 Generalized Service Volume Tables*.

Trafficware's *Synchro 11* software shall be calibrated following the *2021 FDOT Traffic Analysis Handbook's* section 6.4.2 Calibration of Synchro and SimTraffic to the existing conditions and utilized in the development of alternatives and subsequent evaluations. Signal timings for existing conditions will be acquired along the corridor, future year signal timings will be developed in *Synchro 11*.

The HCM 6<sup>th</sup> Edition's level of service will be used for pedestrian and bicycle level of service assessments.

Signal warrants were assessed by FDOT's District 1's Traffic Operations for the intersection of SR 789 at Sarasota Harbour West/Plymouth Harbor; the driveway did not satisfy any of the signal warrant criteria. SR 789 at Sarasota Harbour / Plymouth Harbor's cross traffic volumes are expected to be the highest for the unsignalized intersections in the study area and should not warrant further analysis seeing as these intersections have smaller volumes.

FDOT's Intersection Control Evaluation (ICE) process will be utilized to evaluate intersection control scenarios should an intersection meet warrant or major reconstruction of an existing signalized intersection be proposed; the process will follow the FDOT's *Manual on Intersection Control Evaluation* for guidance. If roundabouts are identified in the alternatives, *SIDRA 8* software's HCM 6<sup>th</sup> Edition methodology will be used to evaluate peak hour traffic volumes through those intersections.



## 6.0 TRAFFIC DATA COLLECTION

To identify roadway characteristics and existing traffic volumes in the study area, traffic counts will be collected as follows:

- One (1) 7-day Bi-directional Volume and Classification Count west of Bird Key Drive
- Three (3) WEEKDAY 12-hour turning movement counts from 7:00 AM to 7:00 PM
  - One (1) at Bird Key Drive one each direction.
  - One (1) at Sarasota Harbour East one each direction.
  - One (1) at Sarasota Harbour West one each direction.
- Three (3) WEEKEND 12-hour turning movement counts from 7:00 AM to 7:00 PM
  - One (1) at Bird Key Drive one each direction.
  - One (1) at Sarasota Harbour East one each direction.
  - One (1) Sarasota Harbour West one each direction.

Additional traffic data will include traffic counts from the Florida Traffic Information (FTI) database, traffic signal timings, Barrier Island Traffic Study, and Regional Integrated Transportation Information System (RITIS) speed data.

Turning Movement Counts (TMCs) will include pedestrian, bicycle, and heavy vehicle counts reported separately. The count data will be used to support the existing traffic analysis of the study area and used in the development of future volumes for alternatives analyses. A map of count locations is shown in **Figure 6-1**.

Figure 6-1: Traffic Count Location Map



Due to the effects of COVID-19 on travel patterns and volumes, the count collection scheduled for spring of 2020, was delayed until spring 2021. The results of the collected counts showed a deviation from historical Annual Average Daily Traffic (AADT) volumes (shown in **Figure 6-2**) from 1999 to 2020. Because this deviation was noted, the historical trendline was reviewed to identify the most recent year that fit the trendline; the year 2018 was selected for its proximity to the historical trendline. Using the 2018 AADTs from the FTI database and the growth rate identified in section 7.0 , the 2018 AADTs will be extrapolated to 2021.

The seasonal factors from 2018 will be reviewed for the FDOT designated peak season and an average seasonal rate will be calculated. The average seasonal rate will then be applied to the extrapolated 2021 AADT to derive the 2021 Peak Season Average Daily Traffic (PSADT). The process is shown in **Figure 6-3**.

The 2021 PSADT volumes will be used in the development of design hour volumes.

Figure 6-2: Historical and Calculated AADT

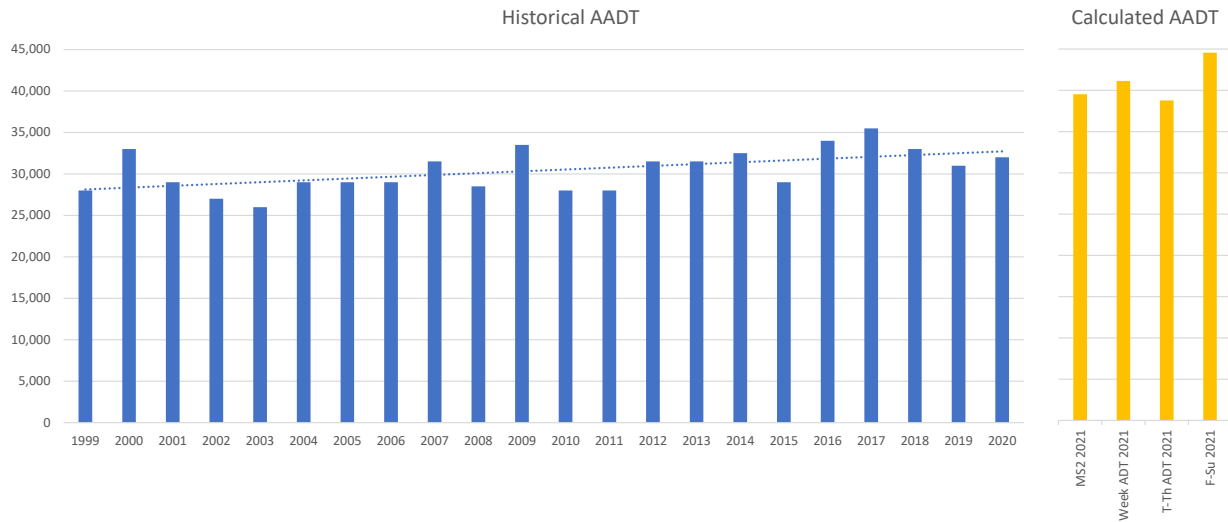
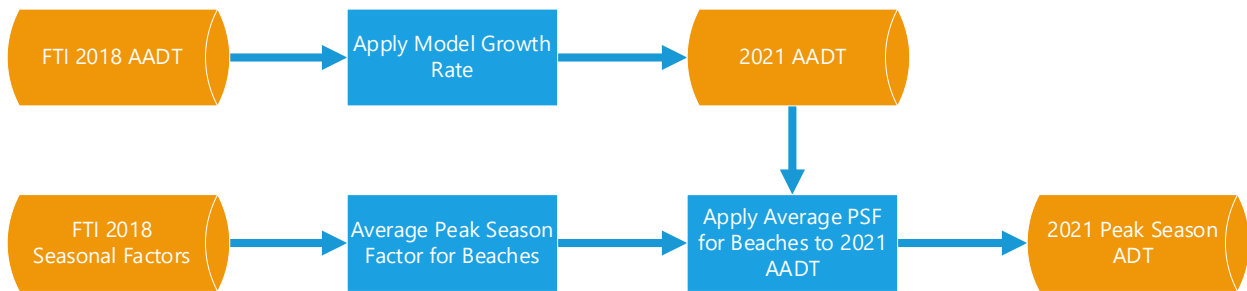


Figure 6-3: Peak Season Average Daily Traffic Development



### 6.1 Traffic Factors

This study will develop and recommend K, D, T<sub>24</sub>, DHT, and peak hour factors to be provided to the Department in a PTAR.

The K-Factor (K) shall be identified using the FDOT’s 2019 *Project Traffic Forecasting Handbook’s* Standard - K Factors Table.

The directional factor (D) shall be calculated from the traffic count data and compared to the five-year historical data from FDOT count stations found in the FTI database within the study area. The traffic count data will evaluate normal weekday traffic (Tuesday, Wednesday, and Thursday) and weekend traffic (Friday, Saturday, and/or Sunday) due to the corridor’s proximity to the beach and the travel patterns it entails. The D Factor will be limited to a maximum 60/40 split. Peak directions of travel will be established based on existing travel patterns identified from review of the traffic count data and historical data.

The daily truck factor (T<sub>24</sub>) will be calculated from the classification counts data and compared to the five-year historical data from FDOT count stations. Design Hour Trucks (DHT) shall be estimated to be one half of T<sub>24</sub> unless the classification counts show otherwise. If counts show a different daily to peak ratio, the difference will be brought before FDOT for discussion to determine what peak hour truck percentages to use in the analysis.

An overall intersection peak hour factor (PHF) will be calculated for the study intersections. The PHF will

be compared to the FDOT’s 2021 *Traffic Analysis Handbook’s* recommended default PHF for the appropriate roadway type. If there is minimal variation between intersection and the default PHF, then the default will be utilized in the existing conditions analysis. It is recommended that the same PHF be used for both existing and future traffic conditions to assess the benefit of a proposed improvement and prevent “artificial” benefit being achieved based on the use of differing PHFs.

## 7.0 TRAFFIC FORECASTING

Existing traffic volumes will be projected to opening and design year volumes by applying *National Cooperative Highway Research Program (NCHRP) Report 765* adjustment procedures to travel demand model outputs for all alternatives. Calculated future volumes will be adjusted as necessary against the trends shown in historical and projected growth rates in the area. Design hour volumes for all alternatives shall be calculated by multiplying future AADTs by the K and D factors to develop directional design hour volumes (DDHVs). Turning movement percentages calculated from turning movement counts will be applied to the DDHVs to calculate design hour turning movement volumes (DHTMVs) which will be balanced for reasonability at each intersection; the TMCs will be reviewed for weekend and weekday volumes and percentages to determine the more conservative volumes. Finally, balanced AADTs are calculated from the balanced TMCs and checked against the initial calculated AADTs for reasonableness.

### 7.1 Travel Demand Model

Future year traffic forecasts will utilize the most recent version of the District One Regional Planning Model (D1RPM) compliant with the Florida Standard Urban Transportation Model Structure (FSUTMS). The Department will develop and provide to the Consultant a calibrated and validated sub-area model of the study area that includes a 2010 and 2040 no-build model. A Compound Adjusted Growth Rate (CAGR) from base year to future year will be calculated for each model segment. The CAGR percentages will be used to extrapolate design year volumes; unless historical growth patterns show the utility of other growth rate approaches. Opening year volumes will be linearly interpolated from the final balanced existing and design year volumes and adjusted as necessary for any build alternatives.

### 7.2 Population Projections

Population projections from the University of Florida’s Bureau of Economic and Business Research (BEBR) were collected to find low, medium and high population growth estimates. Population projections for Sarasota Counties are summarized in **Table 7-1**; growth rate percentages are calculated from CAGR.

*Table 7-1: BEBR Population Projections for Sarasota County*

Sarasota County		2025		2030		2035		2040		2045	
2018	Projection	Pop	Growth	Pop	Growth	Pop	Growth	Pop	Growth	Pop	Growth
417,442	Low	428,600	0.38%	438,800	0.42%	446,200	0.39%	451,500	0.36%	454,400	0.31%
	Med	460,500	1.41%	484,300	1.25%	505,200	1.13%	523,700	1.04%	540,200	0.96%
	High	489,400	2.30%	528,100	1.98%	565,100	1.80%	600,800	1.67%	634,500	1.56%

### 7.3 Historical Traffic Growth

Traffic volumes in the study area have grown slightly in the past five years based on data collected from FTI database. Two (2) FDOT stations in the study area show little growth and one station shows more growth in traffic volumes. The average Compound Annual Average Growth Rate (CAGR) for those locations is 1.9%. The data is displayed in **Figure 7-1** and in tabular format in **Table 7-2**. The vacillation of the counts on the corridor and lack of definitive growth patterns prompted a review of additional years from the FTI database and a determination of root square correlation of a linear trend; the additional historical years are presented in **Figure 7-2** and the table of historical AADT's and R-Squared values for all available data starting from the year 2000 and the last seven years is presented in **Table 7-3**. The R-Squared values do not show a correlation above the recommended 75% threshold for data starting from the year 2000 or the past seven years. As a result, the historical traffic growth rate should not be considered an applicable growth rate.

Figure 7-1: Historical Traffic Volumes

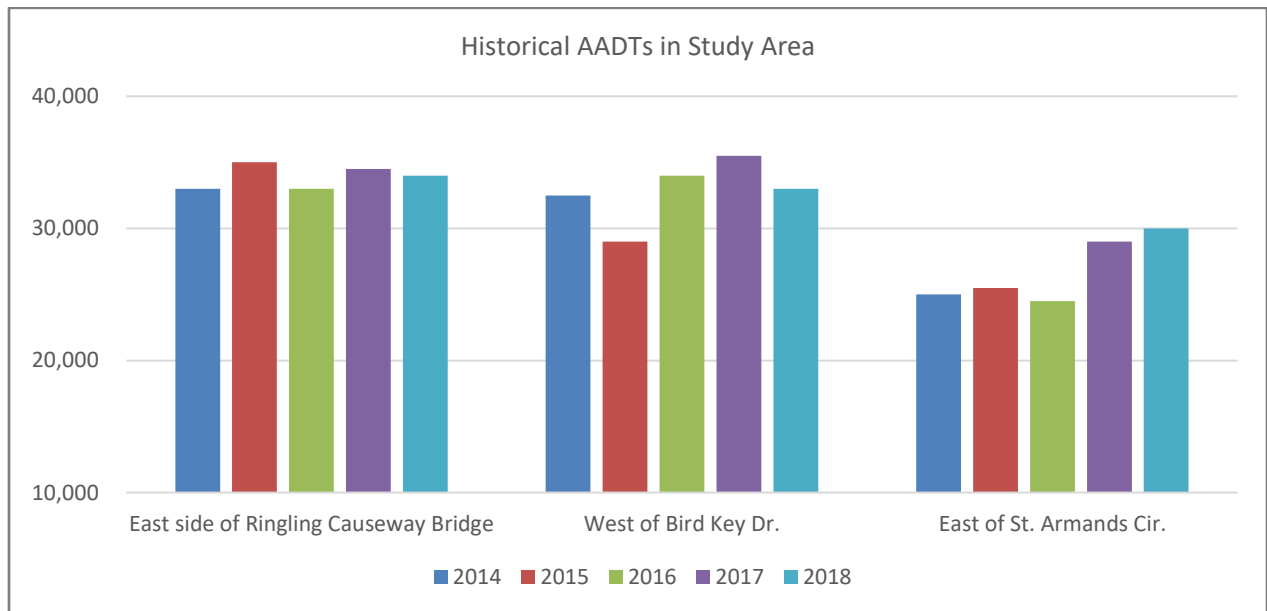


Table 7-2: Historical Traffic Volumes and Compound Annual Growth Rates (CAGR)

Location	2014	2015	2016	2017	2018	CAGR
East side of Ringling Causeway Bridge	33,000	35,000	33,000	34,500	34,000	0.7%
West of Bird Key Dr.	32,500	29,000	34,000	35,500	33,000	0.4%
East of St. Armands Cir.	25,000	25,500	24,500	29,000	30,000	4.7%
Average CAGR						1.9%

Figure 7-2: Historical AADT's from FTI Database

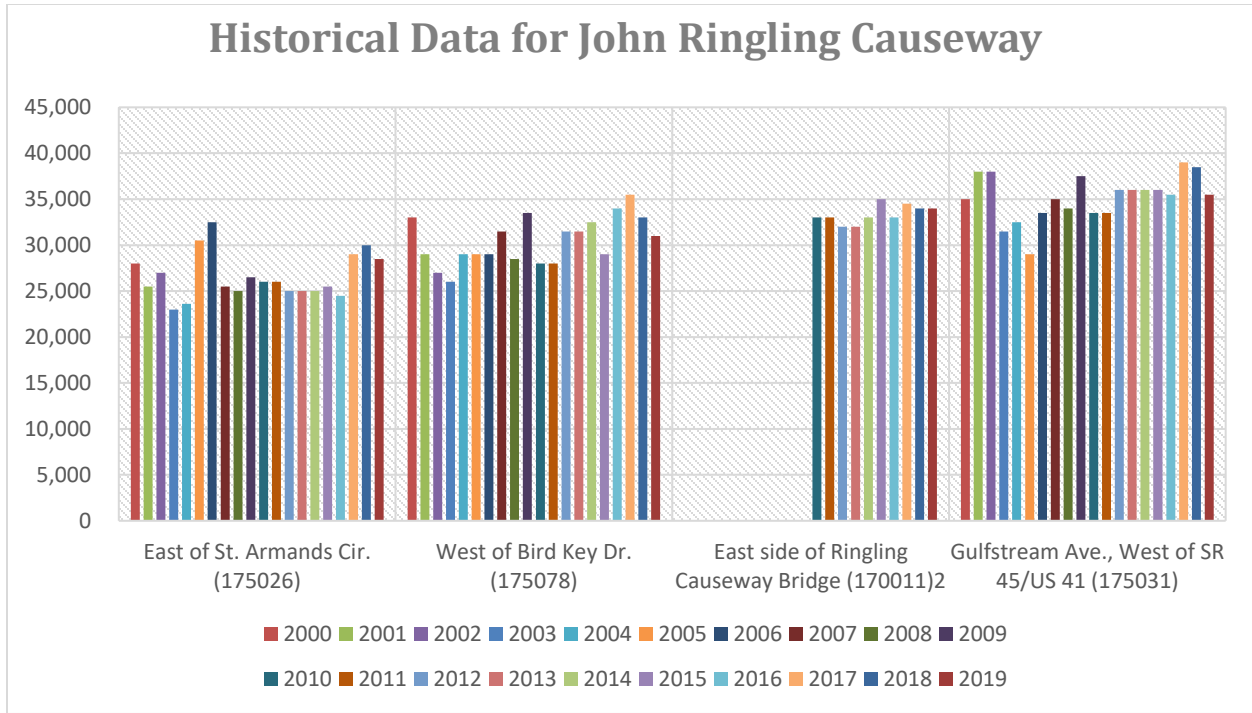


Table 7-3: Available Historical Data from 2000 and R Squareds for All and Past Seven Years

Year	East of St. Armands Cir. (175026)	West of Bird Key Dr. (175078)	East side of Ringling Causeway Bridge (170011)	Gulfstream Ave., West of SR 45/US 41 (175031)
2000	28,000	33,000		35,000
2001	25,500	29,000		38,000
2002	27,000	27,000		38,000
2003	23,000	26,000		31,500
2004	23,600	29,000		32,500
2005	30,500	29,000		29,000
2006	32,500	29,000		33,500
2007	25,500	31,500		35,000
2008	25,000	28,500		34,000
2009	26,500	33,500		37,500
2010	26,000	28,000	33,000	33,500
2011	26,000	28,000	33,000	33,500
2012	25,000	31,500	32,000	36,000
2013	25,000	31,500	32,000	36,000
2014	25,000	32,500	33,000	36,000
2015	25,500	29,000	35,000	36,000
2016	24,500	34,000	33,000	35,500
2017	29,000	35,500	34,500	39,000
2018	30,000	33,000	34,000	38,500
2019	28,500	31,000	34,000	35,500
All Years (R <sup>2</sup> )	0.98%	27.43%	0.98%	13.12%
Past 7 Years (R <sup>2</sup> )	65.45%	4.79%	31.60%	11.74%

## 8.0 MEASURES OF EFFECTIVENESS

### 8.1 Level of Service

The primary measure of effectiveness for traffic analysis in the PTAR and PD&E study will be level of service (LOS). Both roadway segments and intersections will be evaluated by this measure.

For segment analyses, *2020 FDOT Generalized Service Volume Tables* will be used to determine daily and directional design hour traffic volume LOS for existing and future traffic conditions.

For intersection analyses, *Synchro 11* will be utilized to determine delay and evaluate LOS for AM and PM peak hour traffic volumes for both signalized and unsignalized intersections.

For any future alternatives with roundabouts, *SIDRA 8* software will be utilized to determine roundabout LOS and delay.

For pedestrian and bicycle analyses, the HCM 6<sup>th</sup> edition Pedestrian Level of Service and Bicycle Level of Service (PLOS and BLOS) shall be used.

### 8.2 Queue Length

A secondary measure of effectiveness for intersections in the study will be queue length, the distance from the stop line of an intersection to the end of the queue of cars waiting to move through the intersection. *SimTraffic 11*, will be used to evaluate maximum design year queues for intersections within the study area; 95<sup>th</sup> percentile queue lengths will be rounded up to the nearest 25 foot multiple.

## 9.0 SAFETY

The historical five-year crash data of the area using FDOT's Crash Analysis Reports (CARs), State Safety Office's GIS system (SSOGIS), or Signal Four crash data from January 1<sup>st</sup>, 2014 to December 31<sup>st</sup>, 2018 shall be documented. The crash data will include the number and type of crashes, crash locations, number of fatalities and injuries, and estimates of property damage and economic loss. Based on the information obtained from the crash data, project safety needs associated with the existing and future conditions will be identified. The Highway Safety Manual (HSM) procedures will be used to estimate the safety performance of the project alternatives and will document the results of the safety analysis in the PTAR. The FDOT's Crash Reduction Factors (CRF 2014) shall be used as a primary data source where possible. At locations where FDOT's CRFs are not available or applicable, the Federal Highway Administration's (FHWA) Crash Modification Factors Clearinghouse shall be used.

## 10.0 DOCUMENTS FOR SUBMITTAL

In the process of completing the PTAR, the following documents will be prepared and submitted to FDOT:

- Traffic Conditions Report
- Project Traffic Analysis Report

The Traffic Conditions Report will document the existing and future conditions to include the factors used, multi-modal accommodations to include transit, sidewalks, and bike lanes, crash information, recommended AADT for the corridor, and the DDHVs and DHTMVs. The future conditions will document the growth rates, travel demand model results, forecast AADTs, DDHVs, and DHTMVs.

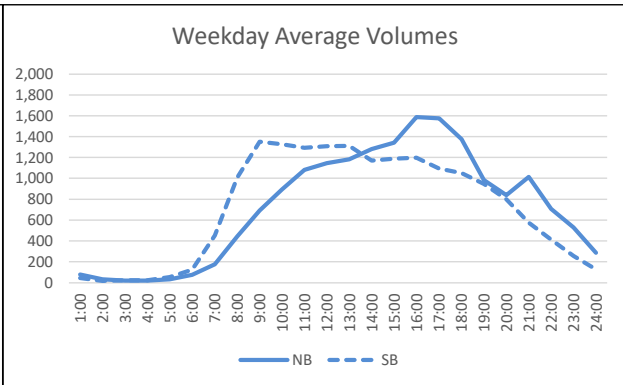
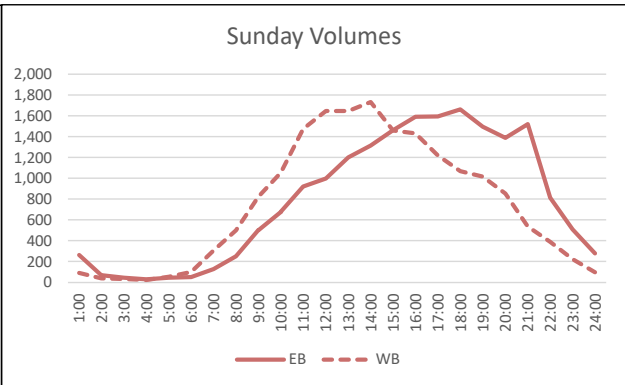
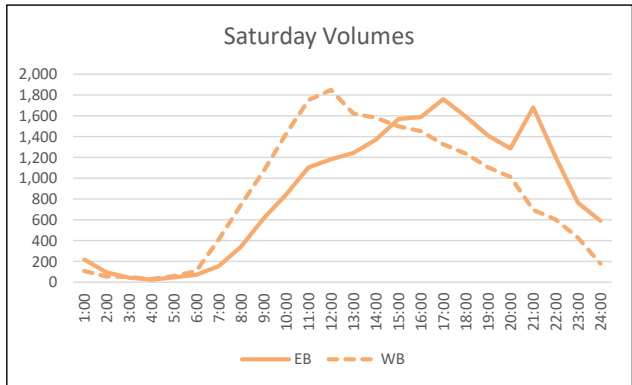
The results of the traffic and safety analyses described in this methodology report will be documented in a PTAR for the study area. The PTAR will summarize the results of the traffic analysis for Existing Year 2020, Opening Year 2025, and Design Year 2045. All data and supporting information used in the evaluation will be included in the PTAR Appendices.



# APPENDIX B: Traffic Counts

## 7-DAY VOLUME COUNT SUMMARY

SR 789 west of Bird Key Drive																		
End Time	Saturday 5/1/2021		Sunday 5/2/2021		Monday 5/3/2021		Tuesday 5/4/2021		Wednesday 5/5/2021		Thursday 5/6/2021		Friday 5/7/2021		Weekday Average			
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB		
1:00	219	106	264	92	84	49	59	34	66	37	87	55	95	53	78	46		
2:00	95	55	68	38	40	15	27	14	35	12	29	15	34	30	33	17		
3:00	42	47	45	32	18	17	19	26	17	19	20	18	25	28	20	22		
4:00	26	30	30	24	25	20	15	16	14	19	17	28	24	26	19	22		
5:00	44	58	46	55	31	53	34	60	30	45	41	66	30	47	33	54		
6:00	69	106	52	100	90	125	77	120	62	140	75	119	78	123	76	125		
7:00	153	408	128	307	186	413	182	475	174	465	163	433	181	473	177	452		
8:00	341	743	251	500	447	964	467	1,037	465	1,006	414	1,038	417	985	442	1,006		
9:00	615	1,070	503	822	727	1,326	721	1,296	692	1,398	688	1,367	628	1,364	691	1,350		
10:00	842	1,428	678	1,053	868	1,356	930	1,100	911	1,412	902	1,376	862	1,387	895	1,326		
11:00	1,105	1,751	919	1,473	1,093	1,297	1,041	1,093	1,067	1,307	1,094	1,290	1,112	1,469	1,081	1,291		
12:00	1,180	1,849	998	1,646	1,153	1,363	1,100	1,060	1,168	1,317	1,077	1,344	1,225	1,461	1,145	1,309		
13:00	1,241	1,622	1,201	1,644	1,181	1,317	1,122	1,101	1,271	1,312	1,282	1,380	1,059	1,443	1,183	1,311		
14:00	1,367	1,582	1,315	1,731	1,080	1,187	1,092	1,057	1,310	1,190	1,348	1,119	1,569	1,301	1,280	1,171		
15:00	1,569	1,497	1,462	1,459	1,030	1,131	1,277	1,126	1,408	1,168	1,458	1,216	1,535	1,295	1,342	1,187		
16:00	1,587	1,452	1,591	1,429	1,621	1,134	1,475	1,227	1,501	1,085	1,581	1,212	1,757	1,327	1,587	1,197		
17:00	1,760	1,326	1,592	1,217	1,558	1,009	1,516	1,030	1,595	1,048	1,512	1,117	1,692	1,266	1,575	1,094		
18:00	1,592	1,235	1,663	1,067	1,373	990	1,310	969	1,388	1,023	1,319	1,039	1,481	1,238	1,374	1,052		
19:00	1,408	1,105	1,495	1,015	938	858	906	909	982	924	974	917	1,120	1,127	984	947		
20:00	1,285	1,010	1,388	852	780	736	762	766	852	782	888	822	984	938	839	798		
21:00	1,678	693	1,519	536	931	545	1,025	516	984	580	912	537	1,218	700	1,014	576		
22:00	1,203	602	814	390	586	359	666	353	639	378	721	419	921	549	707	412		
23:00	762	426	509	223	454	186	423	222	485	220	539	278	744	373	529	256		
24:00	590	178	277	97	208	65	221	102	226	125	274	124	511	213	288	126		
Daily Total	20,773	20,379	18,808	17,802	16,502	16,515	16,467	15,709	17,272	16,960	17,415	17,329	19,302	19,216	17,392	17,146		



# Volume Count Report

Start Date: 5/1/2021  
 Stop Date: 5/1/2021  
 City: Sarasota  
 Location: SR 789 west of Bird Key Drive

Start Time: 00:00  
 Stop Time: 24:00  
 County: Sarasota

GPS: 27.32356  
 -82.56748

## Eastbound Volume

**Saturday, May 1, 2021**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	89	33	15	8	4	11	36	88	131	173	267	314
30	57	16	9	6	11	15	30	69	144	209	263	288
45	33	26	10	3	17	17	34	68	160	223	301	287
00	40	20	8	9	12	26	53	116	180	237	274	291
<b>Hr Total</b>	<b>219</b>	<b>95</b>	<b>42</b>	<b>26</b>	<b>44</b>	<b>69</b>	<b>153</b>	<b>341</b>	<b>615</b>	<b>842</b>	<b>1,105</b>	<b>1,180</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	310	330	370	419	426	427	371	312	382	442	211	196
30	330	318	392	364	461	389	385	361	407	320	179	169
45	290	333	426	390	450	405	337	299	450	220	196	120
00	311	386	381	414	423	371	315	313	439	221	176	105
<b>Hr Total</b>	<b>1,241</b>	<b>1,367</b>	<b>1,569</b>	<b>1,587</b>	<b>1,760</b>	<b>1,592</b>	<b>1,408</b>	<b>1,285</b>	<b>1,678</b>	<b>1,203</b>	<b>762</b>	<b>590</b>

24 Hour Total: 20,773  
 AM Peak Hour begins: 11:30 AM Peak Volume: 1,218 AM Peak Hour Factor: 0.92  
 PM Peak Hour begins: 16:15 PM Peak Volume: 1,761 PM Peak Hour Factor: 0.95

## Westbound Volume

**Saturday, May 1, 2021**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	20	13	7	8	13	52	117	222	330	459	476
30	34	12	8	6	8	16	93	157	260	333	393	428
45	24	17	9	8	17	37	127	213	265	366	445	503
00	13	6	17	9	25	40	136	256	323	399	454	442
<b>Hr Total</b>	<b>106</b>	<b>55</b>	<b>47</b>	<b>30</b>	<b>58</b>	<b>106</b>	<b>408</b>	<b>743</b>	<b>1,070</b>	<b>1,428</b>	<b>1,751</b>	<b>1,849</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	417	375	363	307	375	329	281	249	197	176	128	51
30	375	403	366	419	324	327	251	249	174	148	121	55
45	427	418	389	396	291	291	306	256	168	147	108	43
00	403	386	379	330	336	288	267	256	154	131	69	29
<b>Hr Total</b>	<b>1,622</b>	<b>1,582</b>	<b>1,497</b>	<b>1,452</b>	<b>1,326</b>	<b>1,235</b>	<b>1,105</b>	<b>1,010</b>	<b>693</b>	<b>602</b>	<b>426</b>	<b>178</b>

24 Hour Total: 20,379  
 AM Peak Hour begins: 10:45 AM Peak Volume: 1,861 AM Peak Hour Factor: 0.92  
 PM Peak Hour begins: 12:00 PM Peak Volume: 1,622 PM Peak Hour Factor: 0.95

## Total Volume for All Lanes

**Saturday, May 1, 2021**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	124	53	28	15	12	24	88	205	353	503	726	790
30	91	28	17	12	19	31	123	226	404	542	656	716
45	57	43	19	11	34	54	161	281	425	589	746	790
00	53	26	25	18	37	66	189	372	503	636	728	733
<b>Hr Total</b>	<b>325</b>	<b>150</b>	<b>89</b>	<b>56</b>	<b>102</b>	<b>175</b>	<b>561</b>	<b>1,084</b>	<b>1,685</b>	<b>2,270</b>	<b>2,856</b>	<b>3,029</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	727	705	733	726	801	756	652	561	579	618	339	247
30	705	721	758	783	785	716	636	610	581	468	300	224
45	717	751	815	786	741	696	643	555	618	367	304	163
00	714	772	760	744	759	659	582	569	593	352	245	134
<b>Hr Total</b>	<b>2,863</b>	<b>2,949</b>	<b>3,066</b>	<b>3,039</b>	<b>3,086</b>	<b>2,827</b>	<b>2,513</b>	<b>2,295</b>	<b>2,371</b>	<b>1,805</b>	<b>1,188</b>	<b>768</b>

24 Hour Total: 41,152  
 AM Peak Hour begins: 11:00 AM Peak Volume: 3,029 AM Peak Hour Factor: 0.96  
 PM Peak Hour begins: 15:30 PM Peak Volume: 3,116 PM Peak Hour Factor: 0.97

# Volume Count Report

Start Date: 5/2/2021  
 Stop Date: 5/2/2021  
 City: Sarasota  
 Location: SR 789 west of Bird Key Drive

Start Time: 00:00  
 Stop Time: 24:00  
 County: Sarasota

GPS: 27.32356  
 -82.56748

## Eastbound Volume

**Sunday, May 2, 2021**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	88	29	15	7	10	3	26	54	109	137	229	251
30	72	10	18	6	14	10	30	56	107	157	208	256
45	61	18	6	9	11	22	31	64	136	194	238	246
00	43	11	6	8	11	17	41	77	151	190	244	245
<b>Hr Total</b>	<b>264</b>	<b>68</b>	<b>45</b>	<b>30</b>	<b>46</b>	<b>52</b>	<b>128</b>	<b>251</b>	<b>503</b>	<b>678</b>	<b>919</b>	<b>998</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	276	293	344	359	360	439	370	371	333	270	147	110
30	309	336	360	404	441	417	430	351	400	208	126	71
45	260	339	379	436	388	410	354	335	414	189	118	61
00	356	347	379	392	403	397	341	331	372	147	118	35
<b>Hr Total</b>	<b>1,201</b>	<b>1,315</b>	<b>1,462</b>	<b>1,591</b>	<b>1,592</b>	<b>1,663</b>	<b>1,495</b>	<b>1,388</b>	<b>1,519</b>	<b>814</b>	<b>509</b>	<b>277</b>

24 Hour Total: 18,808  
 AM Peak Hour begins: 11:30  
 PM Peak Hour begins: 16:15  
 AM Peak Volume: 1,076  
 PM Peak Volume: 1,671  
 AM Peak Hour Factor: 0.87  
 PM Peak Hour Factor: 0.95

## Westbound Volume

**Sunday, May 2, 2021**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	15	7	8	5	12	36	76	155	208	315	381
30	26	12	9	8	9	16	76	113	184	260	349	366
45	18	5	7	4	20	32	86	147	225	269	338	459
00	12	6	9	4	21	40	109	164	258	316	471	440
<b>Hr Total</b>	<b>92</b>	<b>38</b>	<b>32</b>	<b>24</b>	<b>55</b>	<b>100</b>	<b>307</b>	<b>500</b>	<b>822</b>	<b>1,053</b>	<b>1,473</b>	<b>1,646</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	416	427	400	330	313	275	264	221	145	126	67	31
30	428	451	354	345	304	265	275	227	137	98	64	31
45	400	428	375	377	301	273	235	241	134	76	52	17
00	400	425	330	377	299	254	241	163	120	90	40	18
<b>Hr Total</b>	<b>1,644</b>	<b>1,731</b>	<b>1,459</b>	<b>1,429</b>	<b>1,217</b>	<b>1,067</b>	<b>1,015</b>	<b>852</b>	<b>536</b>	<b>390</b>	<b>223</b>	<b>97</b>

24 Hour Total: 17,802  
 AM Peak Hour begins: 11:30  
 PM Peak Hour begins: 13:00  
 AM Peak Volume: 1,743  
 PM Peak Volume: 1,731  
 AM Peak Hour Factor: 0.95  
 PM Peak Hour Factor: 0.96

## Total Volume for All Lanes

**Sunday, May 2, 2021**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	124	44	22	15	15	15	62	130	264	345	544	632
30	98	22	27	14	23	26	106	169	291	417	557	622
45	79	23	13	13	31	54	117	211	361	463	576	705
00	55	17	15	12	32	57	150	241	409	506	715	685
<b>Hr Total</b>	<b>356</b>	<b>106</b>	<b>77</b>	<b>54</b>	<b>101</b>	<b>152</b>	<b>435</b>	<b>751</b>	<b>1,325</b>	<b>1,731</b>	<b>2,392</b>	<b>2,644</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	692	720	744	689	673	714	634	592	478	396	214	141
30	737	787	714	749	745	682	705	578	537	306	190	102
45	660	767	754	813	689	683	589	576	548	265	170	78
00	756	772	709	769	702	651	582	494	492	237	158	53
<b>Hr Total</b>	<b>2,845</b>	<b>3,046</b>	<b>2,921</b>	<b>3,020</b>	<b>2,809</b>	<b>2,730</b>	<b>2,510</b>	<b>2,240</b>	<b>2,055</b>	<b>1,204</b>	<b>732</b>	<b>374</b>

24 Hour Total: 36,610  
 AM Peak Hour begins: 11:30  
 PM Peak Hour begins: 13:15  
 AM Peak Volume: 2,819  
 PM Peak Volume: 3,070  
 AM Peak Hour Factor: 0.96  
 PM Peak Hour Factor: 0.98

# Volume Count Report

Start Date: 5/3/2021  
 Stop Date: 5/3/2021  
 City: Sarasota  
 Location: SR 789 west of Bird Key Drive

Start Time: 00:00  
 Stop Time: 24:00  
 County: Sarasota

GPS: 27.32356  
 -82.56748

## Eastbound Volume

**Monday, May 3, 2021**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	11	4	5	6	16	37	86	161	177	262	304
30	21	15	4	5	5	22	32	115	186	213	273	292
45	17	6	8	12	12	16	48	106	185	215	283	304
00	12	8	2	3	8	36	69	140	195	263	275	253
<b>Hr Total</b>	<b>84</b>	<b>40</b>	<b>18</b>	<b>25</b>	<b>31</b>	<b>90</b>	<b>186</b>	<b>447</b>	<b>727</b>	<b>868</b>	<b>1,093</b>	<b>1,153</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	304	274	231	261	427	409	257	202	208	180	139	85
30	306	281	265	281	374	400	234	211	278	127	119	56
45	293	260	269	579	417	303	232	182	232	162	113	38
00	278	265	265	500	340	261	215	185	213	117	83	29
<b>Hr Total</b>	<b>1,181</b>	<b>1,080</b>	<b>1,030</b>	<b>1,621</b>	<b>1,558</b>	<b>1,373</b>	<b>938</b>	<b>780</b>	<b>931</b>	<b>586</b>	<b>454</b>	<b>208</b>

24 Hour Total: 16,502  
 AM Peak Hour begins: 10:45  
 PM Peak Hour begins: 15:30  
 AM Peak Volume: 1,175  
 PM Peak Volume: 1,880  
 AM Peak Hour Factor: 0.97  
 PM Peak Hour Factor: 0.81

## Westbound Volume

**Monday, May 3, 2021**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	5	0	4	10	9	62	149	299	342	340	325
30	12	4	3	1	7	28	87	215	325	355	312	359
45	12	3	8	7	18	46	113	260	338	304	325	329
00	5	3	6	8	18	42	151	340	364	355	320	350
<b>Hr Total</b>	<b>49</b>	<b>15</b>	<b>17</b>	<b>20</b>	<b>53</b>	<b>125</b>	<b>413</b>	<b>964</b>	<b>1,326</b>	<b>1,356</b>	<b>1,297</b>	<b>1,363</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	337	317	254	297	234	275	239	209	149	113	65	19
30	333	265	300	307	260	252	215	187	134	107	56	19
45	327	323	283	265	271	241	192	180	141	81	30	14
00	320	282	294	265	244	222	212	160	121	58	35	13
<b>Hr Total</b>	<b>1,317</b>	<b>1,187</b>	<b>1,131</b>	<b>1,134</b>	<b>1,009</b>	<b>990</b>	<b>858</b>	<b>736</b>	<b>545</b>	<b>359</b>	<b>186</b>	<b>65</b>

24 Hour Total: 16,515  
 AM Peak Hour begins: 8:30  
 PM Peak Hour begins: 12:00  
 AM Peak Volume: 1,399  
 PM Peak Volume: 1,317  
 AM Peak Hour Factor: 0.96  
 PM Peak Hour Factor: 0.98

## Total Volume for All Lanes

**Monday, May 3, 2021**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	54	16	4	9	16	25	99	235	460	519	602	629
30	33	19	7	6	12	50	119	330	511	568	585	651
45	29	9	16	19	30	62	161	366	523	519	608	633
00	17	11	8	11	26	78	220	480	559	618	595	603
<b>Hr Total</b>	<b>133</b>	<b>55</b>	<b>35</b>	<b>45</b>	<b>84</b>	<b>215</b>	<b>599</b>	<b>1,411</b>	<b>2,053</b>	<b>2,224</b>	<b>2,390</b>	<b>2,516</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	641	591	485	558	661	684	496	411	357	293	204	104
30	639	546	565	588	634	652	449	398	412	234	175	75
45	620	583	552	844	688	544	424	362	373	243	143	52
00	598	547	559	765	584	483	427	345	334	175	118	42
<b>Hr Total</b>	<b>2,498</b>	<b>2,267</b>	<b>2,161</b>	<b>2,755</b>	<b>2,567</b>	<b>2,363</b>	<b>1,796</b>	<b>1,516</b>	<b>1,476</b>	<b>945</b>	<b>640</b>	<b>273</b>

24 Hour Total: 33,017  
 AM Peak Hour begins: 11:15  
 PM Peak Hour begins: 15:30  
 AM Peak Volume: 2,528  
 PM Peak Volume: 2,904  
 AM Peak Hour Factor: 0.97  
 PM Peak Hour Factor: 0.86

# Volume Count Report

Start Date: 5/4/2021  
 Stop Date: 5/4/2021  
 City: Sarasota  
 Location: SR 789 west of Bird Key Drive

Start Time: 00:00  
 Stop Time: 24:00  
 County: Sarasota

GPS: 27.32356  
 -82.56748

## Eastbound Volume

**Tuesday, May 4, 2021**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	8	6	7	3	14	30	93	140	199	241	278
30	13	7	5	4	6	16	36	103	177	220	246	273
45	14	5	0	2	9	19	44	126	209	242	274	271
00	11	7	8	2	16	28	72	145	195	269	280	278
<b>Hr Total</b>	<b>59</b>	<b>27</b>	<b>19</b>	<b>15</b>	<b>34</b>	<b>77</b>	<b>182</b>	<b>467</b>	<b>721</b>	<b>930</b>	<b>1,041</b>	<b>1,100</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	285	248	293	364	416	372	254	211	223	212	138	89
30	268	279	346	342	367	345	240	208	296	175	106	74
45	267	297	313	417	425	318	228	170	289	148	96	30
00	302	268	325	352	308	275	184	173	217	131	83	28
<b>Hr Total</b>	<b>1,122</b>	<b>1,092</b>	<b>1,277</b>	<b>1,475</b>	<b>1,516</b>	<b>1,310</b>	<b>906</b>	<b>762</b>	<b>1,025</b>	<b>666</b>	<b>423</b>	<b>221</b>

24 Hour Total: 16,467  
 AM Peak Hour begins: 11:15  
 PM Peak Hour begins: 15:45  
 AM Peak Volume: 1,107  
 PM Peak Volume: 1,560  
 AM Peak Hour Factor: 0.97  
 PM Peak Hour Factor: 0.92

## Westbound Volume

**Tuesday, May 4, 2021**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	7	6	5	9	13	69	159	321	261	281	272
30	6	3	8	3	13	22	101	221	309	301	251	274
45	9	3	7	6	20	44	139	296	320	251	277	263
00	8	1	5	2	18	41	166	361	346	287	284	251
<b>Hr Total</b>	<b>34</b>	<b>14</b>	<b>26</b>	<b>16</b>	<b>60</b>	<b>120</b>	<b>475</b>	<b>1,037</b>	<b>1,296</b>	<b>1,100</b>	<b>1,093</b>	<b>1,060</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	263	267	258	280	249	263	242	180	127	125	63	42
30	278	264	273	267	260	226	212	195	162	93	67	22
45	278	266	302	314	269	240	230	196	111	77	53	25
00	282	260	293	366	252	240	225	195	116	58	39	13
<b>Hr Total</b>	<b>1,101</b>	<b>1,057</b>	<b>1,126</b>	<b>1,227</b>	<b>1,030</b>	<b>969</b>	<b>909</b>	<b>766</b>	<b>516</b>	<b>353</b>	<b>222</b>	<b>102</b>

24 Hour Total: 15,709  
 AM Peak Hour begins: 7:45  
 PM Peak Hour begins: 15:00  
 AM Peak Volume: 1,311  
 PM Peak Volume: 1,227  
 AM Peak Hour Factor: 0.91  
 PM Peak Hour Factor: 0.84

## Total Volume for All Lanes

**Tuesday, May 4, 2021**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	15	12	12	12	27	99	252	461	460	522	550
30	19	10	13	7	19	38	137	324	486	521	497	547
45	23	8	7	8	29	63	183	422	529	493	551	534
00	19	8	13	4	34	69	238	506	541	556	564	529
<b>Hr Total</b>	<b>93</b>	<b>41</b>	<b>45</b>	<b>31</b>	<b>94</b>	<b>197</b>	<b>657</b>	<b>1,504</b>	<b>2,017</b>	<b>2,030</b>	<b>2,134</b>	<b>2,160</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	548	515	551	644	665	635	496	391	350	337	201	131
30	546	543	619	609	627	571	452	403	458	268	173	96
45	545	563	615	731	694	558	458	366	400	225	149	55
00	584	528	618	718	560	515	409	368	333	189	122	41
<b>Hr Total</b>	<b>2,223</b>	<b>2,149</b>	<b>2,403</b>	<b>2,702</b>	<b>2,546</b>	<b>2,279</b>	<b>1,815</b>	<b>1,528</b>	<b>1,541</b>	<b>1,019</b>	<b>645</b>	<b>323</b>

24 Hour Total: 32,176  
 AM Peak Hour begins: 10:30  
 PM Peak Hour begins: 15:30  
 AM Peak Volume: 2,212  
 PM Peak Volume: 2,741  
 AM Peak Hour Factor: 0.98  
 PM Peak Hour Factor: 0.94

# Volume Count Report

Start Date: 5/5/2021  
 Stop Date: 5/5/2021  
 City: Sarasota  
 Location: SR 789 west of Bird Key Drive

Start Time: 00:00  
 Stop Time: 24:00  
 County: Sarasota

GPS: 27.32356  
 -82.56748

## Eastbound Volume

**Wednesday, May 5, 2021**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	9	5	4	2	7	35	99	171	200	229	295
30	23	11	1	3	3	14	47	118	152	200	264	261
45	7	5	6	0	18	13	37	120	186	224	291	293
00	6	10	5	7	7	28	55	128	183	287	283	319
<b>Hr Total</b>	<b>66</b>	<b>35</b>	<b>17</b>	<b>14</b>	<b>30</b>	<b>62</b>	<b>174</b>	<b>465</b>	<b>692</b>	<b>911</b>	<b>1,067</b>	<b>1,168</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	314	314	358	420	456	392	253	217	230	178	134	104
30	306	306	347	366	391	411	263	193	319	175	142	60
45	312	362	351	368	414	340	243	180	239	149	117	31
00	339	328	352	347	334	245	223	192	196	137	92	31
<b>Hr Total</b>	<b>1,271</b>	<b>1,310</b>	<b>1,408</b>	<b>1,501</b>	<b>1,595</b>	<b>1,388</b>	<b>982</b>	<b>782</b>	<b>984</b>	<b>639</b>	<b>485</b>	<b>226</b>

24 Hour Total: 17,272  
 AM Peak Hour begins: 11:30  
 PM Peak Hour begins: 15:45  
 AM Peak Volume: 1,232  
 PM Peak Volume: 1,608  
 AM Peak Hour Factor: 0.97  
 PM Peak Hour Factor: 0.88

## Westbound Volume

**Wednesday, May 5, 2021**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	2	4	8	17	64	147	333	373	344	341
30	8	3	2	3	7	24	93	215	332	343	319	318
45	13	2	7	9	17	46	130	292	347	342	325	313
00	10	4	8	3	13	53	178	352	386	354	319	345
<b>Hr Total</b>	<b>37</b>	<b>12</b>	<b>19</b>	<b>19</b>	<b>45</b>	<b>140</b>	<b>465</b>	<b>1,006</b>	<b>1,398</b>	<b>1,412</b>	<b>1,307</b>	<b>1,317</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	363	292	292	238	275	282	240	193	145	110	68	36
30	298	283	277	233	255	242	219	191	141	94	63	41
45	317	276	300	317	233	262	237	170	142	88	52	25
00	334	339	299	297	285	237	228	176	152	86	37	23
<b>Hr Total</b>	<b>1,312</b>	<b>1,190</b>	<b>1,168</b>	<b>1,085</b>	<b>1,048</b>	<b>1,023</b>	<b>924</b>	<b>730</b>	<b>580</b>	<b>378</b>	<b>220</b>	<b>125</b>

24 Hour Total: 16,960  
 AM Peak Hour begins: 8:30  
 PM Peak Hour begins: 12:00  
 AM Peak Volume: 1,449  
 PM Peak Volume: 1,312  
 AM Peak Hour Factor: 0.94  
 PM Peak Hour Factor: 0.90

## Total Volume for All Lanes

**Wednesday, May 5, 2021**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	12	7	8	10	24	99	246	504	573	573	636
30	31	14	3	6	10	38	140	333	484	543	583	579
45	20	7	13	9	35	59	167	412	533	566	616	606
00	16	14	13	10	20	81	233	480	569	641	602	664
<b>Hr Total</b>	<b>103</b>	<b>47</b>	<b>36</b>	<b>33</b>	<b>75</b>	<b>202</b>	<b>639</b>	<b>1,471</b>	<b>2,090</b>	<b>2,323</b>	<b>2,374</b>	<b>2,485</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	677	606	650	658	731	674	493	410	375	288	202	140
30	604	589	624	599	646	653	482	384	460	269	205	101
45	629	638	651	685	647	602	480	350	381	237	169	56
00	673	667	651	644	619	482	451	368	348	223	129	54
<b>Hr Total</b>	<b>2,583</b>	<b>2,500</b>	<b>2,576</b>	<b>2,586</b>	<b>2,643</b>	<b>2,411</b>	<b>1,906</b>	<b>1,512</b>	<b>1,564</b>	<b>1,017</b>	<b>705</b>	<b>351</b>

24 Hour Total: 34,232  
 AM Peak Hour begins: 11:30  
 PM Peak Hour begins: 15:30  
 AM Peak Volume: 2,551  
 PM Peak Volume: 2,706  
 AM Peak Hour Factor: 0.94  
 PM Peak Hour Factor: 0.93

# Volume Count Report

Start Date: 5/6/2021  
 Stop Date: 5/6/2021  
 City: Sarasota  
 Location: SR 789 west of Bird Key Drive

Start Time: 00:00  
 Stop Time: 24:00  
 County: Sarasota

GPS: 27.32356  
 -82.56748

## Eastbound Volume

**Thursday, May 6, 2021**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	13	8	3	4	9	25	84	151	198	240	271
30	25	9	9	5	4	14	44	97	177	195	265	275
45	19	5	1	3	20	17	34	123	184	224	279	255
00	7	2	2	6	13	35	60	110	176	285	310	276
<b>Hr Total</b>	<b>87</b>	<b>29</b>	<b>20</b>	<b>17</b>	<b>41</b>	<b>75</b>	<b>163</b>	<b>414</b>	<b>688</b>	<b>902</b>	<b>1,094</b>	<b>1,077</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	315	314	359	374	449	392	270	230	221	181	166	107
30	301	333	357	416	371	367	254	231	248	170	147	78
45	358	339	365	414	347	297	235	202	230	167	127	57
00	308	362	377	377	345	263	215	225	213	203	99	32
<b>Hr Total</b>	<b>1,282</b>	<b>1,348</b>	<b>1,458</b>	<b>1,581</b>	<b>1,512</b>	<b>1,319</b>	<b>974</b>	<b>888</b>	<b>912</b>	<b>721</b>	<b>539</b>	<b>274</b>

24 Hour Total: 17,415  
 AM Peak Hour begins: 11:30  
 PM Peak Hour begins: 15:15  
 AM Peak Volume: 1,147  
 PM Peak Volume: 1,656  
 AM Peak Hour Factor: 0.91  
 PM Peak Hour Factor: 0.92

## Westbound Volume

**Thursday, May 6, 2021**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	6	3	10	8	13	60	165	351	350	341	312
30	17	2	5	6	10	24	100	231	318	335	282	346
45	13	3	4	7	21	30	128	302	359	333	325	355
00	6	4	6	5	27	52	145	340	339	358	342	331
<b>Hr Total</b>	<b>55</b>	<b>15</b>	<b>18</b>	<b>28</b>	<b>66</b>	<b>119</b>	<b>433</b>	<b>1,038</b>	<b>1,367</b>	<b>1,376</b>	<b>1,290</b>	<b>1,344</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	346	254	335	310	284	280	248	214	160	122	79	44
30	332	316	297	298	293	257	228	211	132	110	79	37
45	326	288	305	316	251	246	219	208	126	93	67	24
00	376	261	279	288	289	256	222	189	119	94	53	19
<b>Hr Total</b>	<b>1,380</b>	<b>1,119</b>	<b>1,216</b>	<b>1,212</b>	<b>1,117</b>	<b>1,039</b>	<b>917</b>	<b>822</b>	<b>537</b>	<b>419</b>	<b>278</b>	<b>124</b>

24 Hour Total: 17,329  
 AM Peak Hour begins: 8:30  
 PM Peak Hour begins: 12:00  
 AM Peak Volume: 1,383  
 PM Peak Volume: 1,380  
 AM Peak Hour Factor: 0.96  
 PM Peak Hour Factor: 0.92

## Total Volume for All Lanes

**Thursday, May 6, 2021**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	55	19	11	13	12	22	85	249	502	548	581	583
30	42	11	14	11	14	38	144	328	495	530	547	621
45	32	8	5	10	41	47	162	425	543	557	604	610
00	13	6	8	11	40	87	205	450	515	643	652	607
<b>Hr Total</b>	<b>142</b>	<b>44</b>	<b>38</b>	<b>45</b>	<b>107</b>	<b>194</b>	<b>596</b>	<b>1,452</b>	<b>2,055</b>	<b>2,278</b>	<b>2,384</b>	<b>2,421</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	661	568	694	684	733	672	518	444	381	303	245	151
30	633	649	654	714	664	624	482	442	380	280	226	115
45	684	627	670	730	598	543	454	410	356	260	194	81
00	684	623	656	665	634	519	437	414	332	297	152	51
<b>Hr Total</b>	<b>2,662</b>	<b>2,467</b>	<b>2,674</b>	<b>2,793</b>	<b>2,629</b>	<b>2,358</b>	<b>1,891</b>	<b>1,710</b>	<b>1,449</b>	<b>1,140</b>	<b>817</b>	<b>398</b>

24 Hour Total: 34,744  
 AM Peak Hour begins: 11:30  
 PM Peak Hour begins: 15:15  
 AM Peak Volume: 2,511  
 PM Peak Volume: 2,842  
 AM Peak Hour Factor: 0.95  
 PM Peak Hour Factor: 0.97



# Volume Count Report

Start Date: 5/7/2021  
 Stop Date: 5/7/2021  
 City: Sarasota  
 Location: SR 789 west of Bird Key Drive

Start Time: 00:00  
 Stop Time: 24:00  
 County: Sarasota

GPS: 27.32356  
 -82.56748

## Eastbound Volume

**Friday, May 7, 2021**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	12	4	8	5	12	30	93	138	183	252	304
30	25	5	13	7	3	10	44	104	164	200	278	325
45	17	9	2	4	14	20	42	97	147	226	302	315
00	15	8	6	5	8	36	65	123	179	253	280	281
<b>Hr Total</b>	<b>95</b>	<b>34</b>	<b>25</b>	<b>24</b>	<b>30</b>	<b>78</b>	<b>181</b>	<b>417</b>	<b>628</b>	<b>862</b>	<b>1,112</b>	<b>1,225</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	311	359	409	437	446	429	302	280	267	296	221	156
30	245	491	357	437	459	404	299	227	324	227	176	123
45	243	406	379	450	413	345	266	242	331	210	183	126
00	260	313	390	433	374	303	253	235	296	188	164	106
<b>Hr Total</b>	<b>1,059</b>	<b>1,569</b>	<b>1,535</b>	<b>1,757</b>	<b>1,692</b>	<b>1,481</b>	<b>1,120</b>	<b>984</b>	<b>1,218</b>	<b>921</b>	<b>744</b>	<b>511</b>

24 Hour Total: 19,302  
 AM Peak Hour begins: 11:15 AM Peak Volume: 1,232 AM Peak Hour Factor: 0.95  
 PM Peak Hour begins: 15:30 PM Peak Volume: 1,788 PM Peak Hour Factor: 0.97

## Westbound Volume

**Friday, May 7, 2021**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	11	9	6	6	14	72	155	333	359	409	378
30	17	6	5	7	6	25	108	205	325	337	315	337
45	14	5	9	7	16	41	131	276	342	315	369	365
00	8	8	5	6	19	43	162	349	364	376	376	381
<b>Hr Total</b>	<b>53</b>	<b>30</b>	<b>28</b>	<b>26</b>	<b>47</b>	<b>123</b>	<b>473</b>	<b>985</b>	<b>1,364</b>	<b>1,387</b>	<b>1,469</b>	<b>1,461</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	394	309	298	328	296	276	297	243	191	141	100	68
30	350	297	314	302	320	335	277	210	165	163	103	56
45	341	316	355	357	331	307	266	241	180	128	95	50
00	358	379	328	340	319	320	287	244	164	117	75	39
<b>Hr Total</b>	<b>1,443</b>	<b>1,301</b>	<b>1,295</b>	<b>1,327</b>	<b>1,266</b>	<b>1,238</b>	<b>1,127</b>	<b>938</b>	<b>700</b>	<b>549</b>	<b>373</b>	<b>213</b>

24 Hour Total: 19,216  
 AM Peak Hour begins: 11:30 AM Peak Volume: 1,490 AM Peak Hour Factor: 0.95  
 PM Peak Hour begins: 12:00 PM Peak Volume: 1,443 PM Peak Hour Factor: 0.92

## Total Volume for All Lanes

**Friday, May 7, 2021**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	52	23	13	14	11	26	102	248	471	542	661	682
30	42	11	18	14	9	35	152	309	489	537	593	662
45	31	14	11	11	30	61	173	373	489	541	671	680
00	23	16	11	11	27	79	227	472	543	629	656	662
<b>Hr Total</b>	<b>148</b>	<b>64</b>	<b>53</b>	<b>50</b>	<b>77</b>	<b>201</b>	<b>654</b>	<b>1,402</b>	<b>1,992</b>	<b>2,249</b>	<b>2,581</b>	<b>2,686</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	705	668	707	765	742	705	599	523	458	437	321	224
30	595	788	671	739	779	739	576	437	489	390	279	179
45	584	722	734	807	744	652	532	483	511	338	278	176
00	618	692	718	773	693	623	540	479	460	305	239	145
<b>Hr Total</b>	<b>2,502</b>	<b>2,870</b>	<b>2,830</b>	<b>3,084</b>	<b>2,958</b>	<b>2,719</b>	<b>2,247</b>	<b>1,922</b>	<b>1,918</b>	<b>1,470</b>	<b>1,117</b>	<b>724</b>

24 Hour Total: 38,518  
 AM Peak Hour begins: 11:15 AM Peak Volume: 2,709 AM Peak Hour Factor: 0.96  
 PM Peak Hour begins: 15:30 PM Peak Volume: 3,101 PM Peak Hour Factor: 0.96





1845	1	266	65	0	5	0	0	0	0	0	0	0	0	0	0	0	337	
1900	3	256	52	0	3	0	0	1	0	0	0	0	0	0	0	0	315	
<b>Hourly Total</b>	<b>6</b>	<b>1147</b>	<b>232</b>	<b>1</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1408</b>	
1915	10	244	51	0	4	0	0	0	0	0	0	0	0	0	0	3	312	
1930	1	293	64	0	2	0	0	1	0	0	0	0	0	0	0	0	361	
1945	4	246	45	0	3	0	0	1	0	0	0	0	0	0	0	0	299	
2000	0	252	55	0	3	0	0	2	0	0	0	0	0	0	0	1	313	
<b>Hourly Total</b>	<b>15</b>	<b>1035</b>	<b>215</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1285</b>	
2015	1	312	67	0	2	0	0	0	0	0	0	0	0	0	0	0	382	
2030	2	349	52	1	3	0	0	0	0	0	0	0	0	0	0	0	407	
2045	5	364	73	0	7	0	0	0	0	0	0	0	0	0	0	1	450	
2100	0	368	66	0	4	0	0	0	0	0	0	0	0	0	0	1	439	
<b>Hourly Total</b>	<b>8</b>	<b>1393</b>	<b>258</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1678</b>	
2115	3	361	70	1	6	0	0	1	0	0	0	0	0	0	0	0	442	
2130	3	267	44	0	6	0	0	0	0	0	0	0	0	0	0	0	320	
2145	3	190	24	0	2	1	0	0	0	0	0	0	0	0	0	0	220	
2200	4	184	29	0	3	0	0	0	0	0	0	0	0	0	0	1	221	
<b>Hourly Total</b>	<b>13</b>	<b>1002</b>	<b>167</b>	<b>1</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1203</b>	
2215	2	178	27	0	4	0	0	0	0	0	0	0	0	0	0	0	211	
2230	1	138	36	1	3	0	0	0	0	0	0	0	0	0	0	0	179	
2245	5	159	26	0	5	0	0	0	0	0	0	0	0	0	0	1	196	
2300	0	141	32	0	2	0	0	1	0	0	0	0	0	0	0	0	176	
<b>Hourly Total</b>	<b>8</b>	<b>616</b>	<b>121</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>762</b>	
2315	1	162	33	0	0	0	0	0	0	0	0	0	0	0	0	0	196	
2330	9	131	25	0	3	0	0	1	0	0	0	0	0	0	0	0	169	
2345	0	106	14	0	0	0	0	0	0	0	0	0	0	0	0	0	120	
2400	0	88	16	0	1	0	0	0	0	0	0	0	0	0	0	0	105	
<b>Hourly Total</b>	<b>10</b>	<b>487</b>	<b>88</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>590</b>	
<b>DAILY TOTAL</b>	<b>206</b>	<b>16879</b>	<b>3312</b>	<b>13</b>	<b>232</b>	<b>11</b>	<b>0</b>	<b>48</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>20773</b>
<b>Percentages</b>	<b>1.0%</b>	<b>81.3%</b>	<b>15.9%</b>	<b>0.1%</b>	<b>1.1%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.3%</b>	<b>100.0%</b>

# CLASS COUNT REPORT

Location: SR 789 west of Bird Key Drive  
 Direction: Westbound  
 Start Date: 5/1/2021  
 Stop Date: 5/1/2021

City/County: Sarasota/Sarasota  
 Start Time: 00:00  
 Stop Time: 24:00

GPS: 27.32356  
 -82.56748

END TIME	VEHICLE CLASS															Total
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	1	27	6	0	1	0	0	0	0	0	0	0	0	0	0	35
30	0	31	3	0	0	0	0	0	0	0	0	0	0	0	0	34
45	0	18	4	0	1	0	0	1	0	0	0	0	0	0	0	24
100	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0	13
<b>Hourly Total</b>	<b>1</b>	<b>84</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>106</b>
115	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	20
130	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
145	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
200	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
<b>Hourly Total</b>	<b>0</b>	<b>44</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>
215	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
230	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8
245	0	4	2	0	3	0	0	0	0	0	0	0	0	0	0	9
300	0	10	3	0	4	0	0	0	0	0	0	0	0	0	0	17
<b>Hourly Total</b>	<b>0</b>	<b>28</b>	<b>12</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>
315	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
330	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
345	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
400	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
<b>Hourly Total</b>	<b>0</b>	<b>25</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>
415	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	8
430	0	5	2	0	0	0	0	0	0	0	0	0	0	0	1	8
445	0	10	5	1	0	0	0	0	0	0	0	0	0	0	1	17
500	0	18	6	0	1	0	0	0	0	0	0	0	0	0	0	25
<b>Hourly Total</b>	<b>0</b>	<b>39</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>58</b>
515	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
530	0	8	7	0	0	0	0	1	0	0	0	0	0	0	0	16
545	0	23	10	0	2	0	0	0	0	0	0	0	0	0	2	37
600	1	29	4	0	2	0	0	2	0	0	0	0	0	0	2	40
<b>Hourly Total</b>	<b>1</b>	<b>70</b>	<b>24</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>106</b>
615	0	39	9	0	2	0	0	2	0	0	0	0	0	0	0	52
630	0	67	15	0	3	1	0	6	1	0	0	0	0	0	0	93
645	0	100	18	1	3	0	0	3	0	0	0	0	0	0	2	127
700	3	99	23	0	0	0	0	8	0	0	0	0	0	0	3	136
<b>Hourly Total</b>	<b>3</b>	<b>305</b>	<b>65</b>	<b>1</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>408</b>
715	1	92	19	0	3	0	0	2	0	0	0	0	0	0	0	117
730	5	108	31	1	2	1	0	8	0	0	0	0	0	0	1	157
745	3	157	38	0	7	0	0	7	0	0	0	0	0	0	1	213
800	4	198	38	2	2	1	0	7	0	0	0	0	0	0	4	256
<b>Hourly Total</b>	<b>13</b>	<b>555</b>	<b>126</b>	<b>3</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>743</b>
815	3	177	34	0	2	0	0	4	1	0	0	0	0	0	1	222



1845	0	267	32	0	6	0	0	1	0	0	0	0	0	0	0	0	306
1900	3	224	37	0	2	0	0	1	0	0	0	0	0	0	0	0	267
<b>Hourly Total</b>	<b>7</b>	<b>937</b>	<b>142</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1105</b>
1915	2	209	35	2	1	0	0	0	0	0	0	0	0	0	0	0	249
1930	3	209	33	0	2	0	0	0	0	0	0	0	0	0	0	2	249
1945	2	218	27	0	4	0	0	2	0	0	0	0	0	0	0	3	256
2000	2	213	39	0	2	0	0	0	0	0	0	0	0	0	0	0	256
<b>Hourly Total</b>	<b>9</b>	<b>849</b>	<b>134</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1010</b>
2015	1	164	30	0	2	0	0	0	0	0	0	0	0	0	0	0	197
2030	0	152	20	0	2	0	0	0	0	0	0	0	0	0	0	0	174
2045	0	136	29	1	1	0	0	1	0	0	0	0	0	0	0	0	168
2100	1	127	23	1	2	0	0	0	0	0	0	0	0	0	0	0	154
<b>Hourly Total</b>	<b>2</b>	<b>579</b>	<b>102</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>693</b>
2115	0	150	25	0	1	0	0	0	0	0	0	0	0	0	0	0	176
2130	1	126	19	0	2	0	0	0	0	0	0	0	0	0	0	0	148
2145	0	127	19	0	1	0	0	0	0	0	0	0	0	0	0	0	147
2200	0	112	18	0	1	0	0	0	0	0	0	0	0	0	0	0	131
<b>Hourly Total</b>	<b>1</b>	<b>515</b>	<b>81</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>602</b>
2215	0	111	13	1	2	0	0	0	0	0	0	0	0	0	0	1	128
2230	0	104	15	0	1	0	0	0	0	0	0	0	0	0	0	1	121
2245	1	91	15	0	1	0	0	0	0	0	0	0	0	0	0	0	108
2300	1	54	14	0	0	0	0	0	0	0	0	0	0	0	0	0	69
<b>Hourly Total</b>	<b>2</b>	<b>360</b>	<b>57</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>426</b>
2315	0	49	1	0	1	0	0	0	0	0	0	0	0	0	0	0	51
2330	1	44	10	0	0	0	0	0	0	0	0	0	0	0	0	0	55
2345	0	37	6	0	0	0	0	0	0	0	0	0	0	0	0	0	43
2400	1	20	7	0	0	0	0	1	0	0	0	0	0	0	0	0	29
<b>Hourly Total</b>	<b>2</b>	<b>150</b>	<b>24</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>178</b>
<b>DAILY TOTAL</b>	<b>243</b>	<b>15825</b>	<b>2681</b>	<b>100</b>	<b>373</b>	<b>143</b>	<b>2</b>	<b>211</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>781</b>	<b>20379</b>
<b>Percentages</b>	<b>1.2%</b>	<b>77.7%</b>	<b>13.2%</b>	<b>0.5%</b>	<b>1.8%</b>	<b>0.7%</b>	<b>0.0%</b>	<b>1.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>3.8%</b>	<b>100.0%</b>

# CLASS COUNT REPORT

Location: SR 789 west of Bird Key Drive  
 Direction: Combined  
 Start Date: 5/1/2021  
 Stop Date: 5/1/2021

City/County: Sarasota/Sarasota  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	1	97	21	0	3	0	0	1	0	0	0	0	0	0	1	124
30	0	77	10	1	1	0	0	1	0	0	0	0	0	0	1	91
45	1	47	7	0	1	0	0	1	0	0	0	0	0	0	0	57
100	0	43	9	0	0	0	0	0	0	0	0	0	0	0	1	53
<b>Hourly Total</b>	<b>2</b>	<b>264</b>	<b>47</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>325</b>
115	0	43	8	0	1	0	0	1	0	0	0	0	0	0	0	53
130	1	20	7	0	0	0	0	0	0	0	0	0	0	0	0	28
145	2	36	5	0	0	0	0	0	0	0	0	0	0	0	0	43
200	0	22	3	0	1	0	0	0	0	0	0	0	0	0	0	26
<b>Hourly Total</b>	<b>3</b>	<b>121</b>	<b>23</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150</b>
215	1	24	3	0	0	0	0	0	0	0	0	0	0	0	0	28
230	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
245	0	11	5	0	3	0	0	0	0	0	0	0	0	0	0	19
300	0	17	4	0	4	0	0	0	0	0	0	0	0	0	0	25
<b>Hourly Total</b>	<b>1</b>	<b>65</b>	<b>16</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>89</b>
315	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	15
330	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
345	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
400	0	14	2	0	2	0	0	0	0	0	0	0	0	0	0	18
<b>Hourly Total</b>	<b>0</b>	<b>44</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56</b>
415	0	9	2	0	0	0	0	0	1	0	0	0	0	0	0	12
430	0	15	3	0	0	0	0	0	0	0	0	0	0	0	1	19
445	0	24	6	1	0	0	0	0	1	0	0	0	0	0	2	34
500	0	28	8	0	1	0	0	0	0	0	0	0	0	0	0	37
<b>Hourly Total</b>	<b>0</b>	<b>76</b>	<b>19</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>102</b>
515	0	20	4	0	0	0	0	0	0	0	0	0	0	0	0	24
530	0	18	11	0	0	0	0	1	0	0	0	0	0	0	1	31
545	0	36	14	0	2	0	0	0	0	0	0	0	0	0	2	54
600	1	47	11	0	2	0	0	3	0	0	0	0	0	0	2	66
<b>Hourly Total</b>	<b>1</b>	<b>121</b>	<b>40</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>175</b>
615	0	66	18	0	2	0	0	2	0	0	0	0	0	0	0	88
630	0	92	18	0	5	1	0	6	1	0	0	0	0	0	0	123
645	1	132	18	1	4	0	0	3	0	0	0	0	0	0	2	161
700	3	138	34	0	3	0	0	8	0	0	0	0	0	0	3	189
<b>Hourly Total</b>	<b>4</b>	<b>428</b>	<b>88</b>	<b>1</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>561</b>
715	1	165	34	0	3	0	0	2	0	0	0	0	0	0	0	205
730	5	160	46	1	4	1	0	8	0	0	0	0	0	0	1	226
745	3	214	47	0	8	0	0	7	0	0	0	0	0	0	2	281
800	5	290	59	2	4	1	0	7	0	0	0	0	0	0	4	372
<b>Hourly Total</b>	<b>14</b>	<b>829</b>	<b>186</b>	<b>3</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1084</b>
815	4	276	61	0	4	1	0	4	1	0	0	0	0	0	2	353





1845	1	533	97	0	11	0	0	1	0	0	0	0	0	0	0	643
1900	6	480	89	0	5	0	0	2	0	0	0	0	0	0	0	582
<b>Hourly Total</b>	<b>13</b>	<b>2084</b>	<b>374</b>	<b>1</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2513</b>
1915	12	453	86	2	5	0	0	0	0	0	0	0	0	0	3	561
1930	4	502	97	0	4	0	0	1	0	0	0	0	0	0	2	610
1945	6	464	72	0	7	0	0	3	0	0	0	0	0	0	3	555
2000	2	465	94	0	5	0	0	2	0	0	0	0	0	0	1	569
<b>Hourly Total</b>	<b>24</b>	<b>1884</b>	<b>349</b>	<b>2</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>2295</b>
2015	2	476	97	0	4	0	0	0	0	0	0	0	0	0	0	579
2030	2	501	72	1	5	0	0	0	0	0	0	0	0	0	0	581
2045	5	500	102	1	8	0	0	1	0	0	0	0	0	0	1	618
2100	1	495	89	1	6	0	0	0	0	0	0	0	0	0	1	593
<b>Hourly Total</b>	<b>10</b>	<b>1972</b>	<b>360</b>	<b>3</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2371</b>
2115	3	511	95	1	7	0	0	1	0	0	0	0	0	0	0	618
2130	4	393	63	0	8	0	0	0	0	0	0	0	0	0	0	468
2145	3	317	43	0	3	1	0	0	0	0	0	0	0	0	0	367
2200	4	296	47	0	4	0	0	0	0	0	0	0	0	0	1	352
<b>Hourly Total</b>	<b>14</b>	<b>1517</b>	<b>248</b>	<b>1</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1805</b>
2215	2	289	40	1	6	0	0	0	0	0	0	0	0	0	1	339
2230	1	242	51	1	4	0	0	0	0	0	0	0	0	0	1	300
2245	6	250	41	0	6	0	0	0	0	0	0	0	0	0	1	304
2300	1	195	46	0	2	0	0	1	0	0	0	0	0	0	0	245
<b>Hourly Total</b>	<b>10</b>	<b>976</b>	<b>178</b>	<b>2</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1188</b>
2315	1	211	34	0	1	0	0	0	0	0	0	0	0	0	0	247
2330	10	175	35	0	3	0	0	1	0	0	0	0	0	0	0	224
2345	0	143	20	0	0	0	0	0	0	0	0	0	0	0	0	163
2400	1	108	23	0	1	0	0	1	0	0	0	0	0	0	0	134
<b>Hourly Total</b>	<b>12</b>	<b>637</b>	<b>112</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>768</b>
<b>DAILY TOTAL</b>	<b>449</b>	<b>32704</b>	<b>5993</b>	<b>113</b>	<b>605</b>	<b>154</b>	<b>2</b>	<b>259</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>846</b>	<b>41152</b>
<b>Percentages</b>	<b>1.1%</b>	<b>79.5%</b>	<b>14.6%</b>	<b>0.3%</b>	<b>1.5%</b>	<b>0.4%</b>	<b>0.0%</b>	<b>0.6%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>2.1%</b>	<b>100.0%</b>





1845	4	287	57	0	4	0	0	0	0	0	0	0	0	0	0	2	354
1900	1	295	41	0	3	0	0	0	0	0	0	0	0	0	0	1	341
<b>Hourly Total</b>	<b>12</b>	<b>1247</b>	<b>217</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1495</b>
1915	2	312	52	0	5	0	0	0	0	0	0	0	0	0	0	0	371
1930	4	299	40	0	4	0	0	3	0	0	0	0	0	0	0	1	351
1945	2	284	43	0	4	0	0	1	0	0	0	0	0	0	0	1	335
2000	3	274	46	0	6	0	0	0	0	0	0	0	0	0	0	2	331
<b>Hourly Total</b>	<b>11</b>	<b>1169</b>	<b>181</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1388</b>
2015	4	271	52	1	3	0	0	0	0	0	0	0	0	0	0	2	333
2030	3	331	63	0	3	0	0	0	0	0	0	0	0	0	0	0	400
2045	7	337	64	0	5	0	0	0	0	0	0	0	0	0	0	1	414
2100	2	314	53	0	1	0	0	1	0	0	0	0	0	0	0	1	372
<b>Hourly Total</b>	<b>16</b>	<b>1253</b>	<b>232</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1519</b>
2115	5	224	37	0	3	0	0	1	0	0	0	0	0	0	0	0	270
2130	2	177	28	0	1	0	0	0	0	0	0	0	0	0	0	0	208
2145	2	161	23	0	3	0	0	0	0	0	0	0	0	0	0	0	189
2200	0	123	21	0	1	0	0	0	0	0	0	0	0	0	0	2	147
<b>Hourly Total</b>	<b>9</b>	<b>685</b>	<b>109</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>814</b>
2215	3	122	21	0	0	0	0	0	1	0	0	0	0	0	0	0	147
2230	2	100	23	0	1	0	0	0	0	0	0	0	0	0	0	0	126
2245	4	89	24	0	1	0	0	0	0	0	0	0	0	0	0	0	118
2300	2	99	16	0	1	0	0	0	0	0	0	0	0	0	0	0	118
<b>Hourly Total</b>	<b>11</b>	<b>410</b>	<b>84</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>509</b>
2315	1	97	12	0	0	0	0	0	0	0	0	0	0	0	0	0	110
2330	0	63	8	0	0	0	0	0	0	0	0	0	0	0	0	0	71
2345	1	56	4	0	0	0	0	0	0	0	0	0	0	0	0	0	61
2400	0	29	6	0	0	0	0	0	0	0	0	0	0	0	0	0	35
<b>Hourly Total</b>	<b>2</b>	<b>245</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>277</b>
<b>DAILY TOTAL</b>	<b>189</b>	<b>15445</b>	<b>2890</b>	<b>9</b>	<b>181</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18808</b>
<b>Percentages</b>	<b>1.0%</b>	<b>82.1%</b>	<b>15.4%</b>	<b>0.0%</b>	<b>1.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.4%</b>	<b>100.0%</b>





1845	3	201	29	0	1	0	0	1	0	0	0	0	0	0	0	235
1900	7	206	27	0	1	0	0	0	0	0	0	0	0	0	0	241
<b>Hourly Total</b>	<b>14</b>	<b>872</b>	<b>119</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1015</b>
1915	1	187	29	0	3	0	0	0	0	0	0	0	0	0	1	221
1930	2	203	21	0	0	0	0	1	0	0	0	0	0	0	0	227
1945	10	200	28	0	2	0	0	1	0	0	0	0	0	0	0	241
2000	0	132	31	0	0	0	0	0	0	0	0	0	0	0	0	163
<b>Hourly Total</b>	<b>13</b>	<b>722</b>	<b>109</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>852</b>
2015	1	128	13	0	3	0	0	0	0	0	0	0	0	0	0	145
2030	1	107	27	0	0	0	0	0	0	0	0	0	0	0	2	137
2045	0	111	23	0	0	0	0	0	0	0	0	0	0	0	0	134
2100	0	98	20	0	1	0	0	0	0	0	0	0	0	0	1	120
<b>Hourly Total</b>	<b>2</b>	<b>444</b>	<b>83</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>536</b>
2115	1	108	15	0	2	0	0	0	0	0	0	0	0	0	0	126
2130	0	87	10	0	1	0	0	0	0	0	0	0	0	0	0	98
2145	1	64	10	0	0	0	0	0	1	0	0	0	0	0	0	76
2200	1	81	7	0	0	0	0	0	0	0	0	0	0	0	1	90
<b>Hourly Total</b>	<b>3</b>	<b>340</b>	<b>42</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>390</b>
2215	1	60	6	0	0	0	0	0	0	0	0	0	0	0	0	67
2230	1	55	8	0	0	0	0	0	0	0	0	0	0	0	0	64
2245	2	45	3	0	1	0	0	0	0	0	0	0	0	0	1	52
2300	0	35	4	0	1	0	0	0	0	0	0	0	0	0	0	40
<b>Hourly Total</b>	<b>4</b>	<b>195</b>	<b>21</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>223</b>
2315	0	26	5	0	0	0	0	0	0	0	0	0	0	0	0	31
2330	0	28	3	0	0	0	0	0	0	0	0	0	0	0	0	31
2345	0	13	2	0	1	0	0	0	0	0	0	0	0	0	1	17
2400	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18
<b>Hourly Total</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>97</b>
<b>DAILY TOTAL</b>	<b>207</b>	<b>14913</b>	<b>2355</b>	<b>10</b>	<b>132</b>	<b>4</b>	<b>0</b>	<b>121</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17802</b>
<b>Percentages</b>	<b>1.2%</b>	<b>83.8%</b>	<b>13.2%</b>	<b>0.1%</b>	<b>0.7%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.7%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.3%</b>	<b>100.0%</b>







1845	7	488	86	0	5	0	0	1	0	0	0	0	0	0	2	589
1900	8	501	68	0	4	0	0	0	0	0	0	0	0	0	1	582
<b>Hourly Total</b>	<b>26</b>	<b>2119</b>	<b>336</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>2510</b>
1915	3	499	81	0	8	0	0	0	0	0	0	0	0	0	1	592
1930	6	502	61	0	4	0	0	4	0	0	0	0	0	0	1	578
1945	12	484	71	0	6	0	0	2	0	0	0	0	0	0	1	576
2000	3	406	77	0	6	0	0	0	0	0	0	0	0	0	2	494
<b>Hourly Total</b>	<b>24</b>	<b>1891</b>	<b>290</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2240</b>
2015	5	399	65	1	6	0	0	0	0	0	0	0	0	0	2	478
2030	4	438	90	0	3	0	0	0	0	0	0	0	0	0	2	537
2045	7	448	87	0	5	0	0	0	0	0	0	0	0	0	1	548
2100	2	412	73	0	2	0	0	1	0	0	0	0	0	0	2	492
<b>Hourly Total</b>	<b>18</b>	<b>1697</b>	<b>315</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>2055</b>
2115	6	332	52	0	5	0	0	1	0	0	0	0	0	0	0	396
2130	2	264	38	0	2	0	0	0	0	0	0	0	0	0	0	306
2145	3	225	33	0	3	0	0	0	1	0	0	0	0	0	0	265
2200	1	204	28	0	1	0	0	0	0	0	0	0	0	0	3	237
<b>Hourly Total</b>	<b>12</b>	<b>1025</b>	<b>151</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1204</b>
2215	4	182	27	0	0	0	0	0	1	0	0	0	0	0	0	214
2230	3	155	31	0	1	0	0	0	0	0	0	0	0	0	0	190
2245	6	134	27	0	2	0	0	0	0	0	0	0	0	0	1	170
2300	2	134	20	0	2	0	0	0	0	0	0	0	0	0	0	158
<b>Hourly Total</b>	<b>15</b>	<b>605</b>	<b>105</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>732</b>
2315	1	123	17	0	0	0	0	0	0	0	0	0	0	0	0	141
2330	0	91	11	0	0	0	0	0	0	0	0	0	0	0	0	102
2345	1	69	6	0	1	0	0	0	0	0	0	0	0	0	1	78
2400	0	47	6	0	0	0	0	0	0	0	0	0	0	0	0	53
<b>Hourly Total</b>	<b>2</b>	<b>330</b>	<b>40</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>374</b>
<b>DAILY TOTAL</b>	<b>396</b>	<b>30358</b>	<b>5245</b>	<b>19</b>	<b>313</b>	<b>7</b>	<b>0</b>	<b>139</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>125</b>	<b>36610</b>
<b>Percentages</b>	<b>1.1%</b>	<b>82.9%</b>	<b>14.3%</b>	<b>0.1%</b>	<b>0.9%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.4%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.3%</b>	<b>100.0%</b>





1845	2	186	38	1	2	0	0	0	0	0	0	0	0	0	0	3	232
1900	2	173	38	0	2	0	0	0	0	0	0	0	0	0	0	0	215
<b>Hourly Total</b>	<b>7</b>	<b>746</b>	<b>167</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>938</b>
1915	2	170	29	0	1	0	0	0	0	0	0	0	0	0	0	0	202
1930	4	173	32	0	1	0	0	0	0	0	0	0	0	0	0	1	211
1945	1	144	32	0	4	0	0	1	0	0	0	0	0	0	0	0	182
2000	6	141	35	1	0	0	0	0	0	0	0	0	0	0	0	2	185
<b>Hourly Total</b>	<b>13</b>	<b>628</b>	<b>128</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>780</b>
2015	2	169	34	0	2	0	0	1	0	0	0	0	0	0	0	0	208
2030	1	231	45	0	1	0	0	0	0	0	0	0	0	0	0	0	278
2045	0	194	32	0	5	0	0	0	0	0	0	0	0	0	0	1	232
2100	2	183	27	0	1	0	0	0	0	0	0	0	0	0	0	0	213
<b>Hourly Total</b>	<b>5</b>	<b>777</b>	<b>138</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>931</b>
2115	1	145	33	0	0	0	0	0	0	0	0	0	0	0	0	1	180
2130	2	103	22	0	0	0	0	0	0	0	0	0	0	0	0	0	127
2145	0	133	21	1	4	0	0	0	0	0	0	0	0	0	0	3	162
2200	0	102	15	0	0	0	0	0	0	0	0	0	0	0	0	0	117
<b>Hourly Total</b>	<b>3</b>	<b>483</b>	<b>91</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>586</b>
2215	0	118	21	0	0	0	0	0	0	0	0	0	0	0	0	0	139
2230	0	100	19	0	0	0	0	0	0	0	0	0	0	0	0	0	119
2245	2	98	12	0	0	0	0	0	0	0	0	0	0	0	0	1	113
2300	1	73	9	0	0	0	0	0	0	0	0	0	0	0	0	0	83
<b>Hourly Total</b>	<b>3</b>	<b>389</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>454</b>
2315	1	75	9	0	0	0	0	0	0	0	0	0	0	0	0	0	85
2330	0	49	7	0	0	0	0	0	0	0	0	0	0	0	0	0	56
2345	1	32	5	0	0	0	0	0	0	0	0	0	0	0	0	0	38
2400	1	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29
<b>Hourly Total</b>	<b>3</b>	<b>182</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>208</b>
<b>DAILY TOTAL</b>	<b>929</b>	<b>10149</b>	<b>2701</b>	<b>86</b>	<b>464</b>	<b>252</b>	<b>11</b>	<b>124</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1756</b>	<b>16502</b>
<b>Percentages</b>	<b>5.6%</b>	<b>61.5%</b>	<b>16.4%</b>	<b>0.5%</b>	<b>2.8%</b>	<b>1.5%</b>	<b>0.1%</b>	<b>0.8%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>10.6%</b>	<b>100.0%</b>







1845	0	164	28	0	0	0	0	0	0	0	0	0	0	0	0	0	192
1900	3	189	20	0	0	0	0	0	0	0	0	0	0	0	0	0	212
<b>Hourly Total</b>	<b>6</b>	<b>735</b>	<b>108</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>858</b>
1915	2	176	25	0	6	0	0	0	0	0	0	0	0	0	0	0	209
1930	3	158	24	0	1	0	0	1	0	0	0	0	0	0	0	0	187
1945	1	152	27	0	0	0	0	0	0	0	0	0	0	0	0	0	180
2000	0	142	18	0	0	0	0	0	0	0	0	0	0	0	0	0	160
<b>Hourly Total</b>	<b>6</b>	<b>628</b>	<b>94</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>736</b>
2015	4	120	23	0	2	0	0	0	0	0	0	0	0	0	0	0	149
2030	3	112	19	0	0	0	0	0	0	0	0	0	0	0	0	0	134
2045	0	121	20	0	0	0	0	0	0	0	0	0	0	0	0	0	141
2100	1	100	20	0	0	0	0	0	0	0	0	0	0	0	0	0	121
<b>Hourly Total</b>	<b>8</b>	<b>453</b>	<b>82</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>545</b>
2115	2	88	19	0	2	2	0	0	0	0	0	0	0	0	0	0	113
2130	3	84	13	2	0	0	0	0	0	0	0	0	0	0	0	5	107
2145	0	72	7	0	2	0	0	0	0	0	0	0	0	0	0	0	81
2200	0	52	5	0	1	0	0	0	0	0	0	0	0	0	0	0	58
<b>Hourly Total</b>	<b>5</b>	<b>296</b>	<b>44</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>359</b>
2215	0	53	12	0	0	0	0	0	0	0	0	0	0	0	0	0	65
2230	0	48	7	0	1	0	0	0	0	0	0	0	0	0	0	0	56
2245	1	26	1	0	0	0	0	0	0	0	0	0	0	0	0	2	30
2300	0	32	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35
<b>Hourly Total</b>	<b>1</b>	<b>159</b>	<b>23</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>186</b>
2315	1	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19
2330	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19
2345	1	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	14
2400	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
<b>Hourly Total</b>	<b>2</b>	<b>54</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>65</b>
<b>DAILY TOTAL</b>	<b>114</b>	<b>12682</b>	<b>2960</b>	<b>12</b>	<b>390</b>	<b>71</b>	<b>11</b>	<b>215</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>16515</b>	
<b>Percentages</b>	<b>0.7%</b>	<b>76.8%</b>	<b>17.9%</b>	<b>0.1%</b>	<b>2.4%</b>	<b>0.4%</b>	<b>0.1%</b>	<b>1.3%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>100.0%</b>	





1845	2	350	66	1	2	0	0	0	0	0	0	0	0	0	0	0	3	424
1900	5	362	58	0	2	0	0	0	0	0	0	0	0	0	0	0	0	427
<b>Hourly Total</b>	<b>13</b>	<b>1481</b>	<b>275</b>	<b>1</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1796</b>
1915	4	346	54	0	7	0	0	0	0	0	0	0	0	0	0	0	0	411
1930	7	331	56	0	2	0	0	1	0	0	0	0	0	0	0	0	1	398
1945	2	296	59	0	4	0	0	1	0	0	0	0	0	0	0	0	0	362
2000	6	283	53	1	0	0	0	0	0	0	0	0	0	0	0	0	2	345
<b>Hourly Total</b>	<b>19</b>	<b>1256</b>	<b>222</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1516</b>
2015	6	289	57	0	4	0	0	1	0	0	0	0	0	0	0	0	0	357
2030	4	343	64	0	1	0	0	0	0	0	0	0	0	0	0	0	0	412
2045	0	315	52	0	5	0	0	0	0	0	0	0	0	0	0	0	1	373
2100	3	283	47	0	1	0	0	0	0	0	0	0	0	0	0	0	0	334
<b>Hourly Total</b>	<b>13</b>	<b>1230</b>	<b>220</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1476</b>
2115	3	233	52	0	2	2	0	0	0	0	0	0	0	0	0	0	1	293
2130	5	187	35	2	0	0	0	0	0	0	0	0	0	0	0	0	5	234
2145	0	205	28	1	6	0	0	0	0	0	0	0	0	0	0	0	3	243
2200	0	154	20	0	1	0	0	0	0	0	0	0	0	0	0	0	0	175
<b>Hourly Total</b>	<b>8</b>	<b>779</b>	<b>135</b>	<b>3</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>945</b>
2215	0	171	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	204
2230	0	148	26	0	1	0	0	0	0	0	0	0	0	0	0	0	0	175
2245	3	124	13	0	0	0	0	0	0	0	0	0	0	0	0	0	3	143
2300	1	105	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	118
<b>Hourly Total</b>	<b>4</b>	<b>548</b>	<b>84</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>640</b>
2315	2	91	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104
2330	0	64	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75
2345	2	42	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52
2400	1	39	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42
<b>Hourly Total</b>	<b>5</b>	<b>236</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>273</b>
<b>DAILY TOTAL</b>	<b>1043</b>	<b>22831</b>	<b>5661</b>	<b>98</b>	<b>854</b>	<b>323</b>	<b>22</b>	<b>339</b>	<b>42</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1797</b>	<b>33017</b>
<b>Percentages</b>	<b>3.2%</b>	<b>69.1%</b>	<b>17.1%</b>	<b>0.3%</b>	<b>2.6%</b>	<b>1.0%</b>	<b>0.1%</b>	<b>1.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>5.4%</b>	<b>100.0%</b>

# CLASS COUNT REPORT

Location: SR 789 west of Bird Key Drive  
 Direction: Eastbound  
 Start Date: 5/4/2021  
 Stop Date: 5/4/2021

City/County: Sarasota/Sarasota  
 Start Time: 00:00  
 Stop Time: 24:00

GPS: 27.32356  
 -82.56748

END TIME	VEHICLE CLASS															Total
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	1	17	3	0	0	0	0	0	0	0	0	0	0	0	0	21
30	0	10	2	0	1	0	0	0	0	0	0	0	0	0	0	13
45	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
100	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
<b>Hourly Total</b>	<b>1</b>	<b>49</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59</b>
115	0	6	1	0	0	0	0	0	0	0	0	0	0	0	1	8
130	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
145	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
200	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
<b>Hourly Total</b>	<b>0</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>27</b>
215	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
230	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
300	0	4	3	0	1	0	0	0	0	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>0</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>
315	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
330	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
345	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
400	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
415	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
430	0	3	1	0	2	0	0	0	0	0	0	0	0	0	0	6
445	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	9
500	0	12	2	0	0	0	0	0	2	0	0	0	0	0	0	16
<b>Hourly Total</b>	<b>0</b>	<b>21</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>
515	1	7	3	0	1	1	0	1	0	0	0	0	0	0	0	14
530	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
545	0	9	8	0	1	0	0	0	0	0	0	0	0	0	1	19
600	0	19	8	0	0	0	0	0	1	0	0	0	0	0	0	28
<b>Hourly Total</b>	<b>1</b>	<b>50</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>77</b>
615	0	25	5	0	0	0	0	0	0	0	0	0	0	0	0	30
630	0	30	4	0	1	1	0	0	0	0	0	0	0	0	0	36
645	0	34	6	1	1	2	0	0	0	0	0	0	0	0	0	44
700	4	54	9	1	2	0	0	0	0	0	0	0	0	0	2	72
<b>Hourly Total</b>	<b>4</b>	<b>143</b>	<b>24</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>182</b>
715	0	79	11	0	3	0	0	0	0	0	0	0	0	0	0	93
730	1	80	16	0	2	1	0	1	1	0	0	0	0	0	1	103
745	0	102	19	1	4	0	0	0	0	0	0	0	0	0	0	126
800	1	115	24	0	3	0	0	0	1	0	0	0	0	0	1	145
<b>Hourly Total</b>	<b>2</b>	<b>376</b>	<b>70</b>	<b>1</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>467</b>
815	1	104	24	0	8	1	0	0	0	0	0	0	1	0	1	140



1845	2	183	36	1	6	0	0	0	0	0	0	0	0	0	0	0	228
1900	0	154	25	0	2	0	0	0	0	1	0	0	0	0	0	2	184
<b>Hourly Total</b>	<b>4</b>	<b>741</b>	<b>134</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>906</b>
1915	1	187	23	0	0	0	0	0	0	0	0	0	0	0	0	0	211
1930	4	169	32	0	0	0	0	0	1	0	0	0	0	0	0	2	208
1945	1	140	25	0	3	0	0	0	0	0	0	0	0	0	0	1	170
2000	1	136	34	0	1	0	0	0	1	0	0	0	0	0	0	0	173
<b>Hourly Total</b>	<b>7</b>	<b>632</b>	<b>114</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>762</b>
2015	3	184	34	0	1	0	0	0	0	0	0	0	0	0	0	1	223
2030	1	254	36	0	4	0	0	0	0	0	0	0	0	0	0	1	296
2045	0	240	46	0	3	0	0	0	0	0	0	0	0	0	0	0	289
2100	0	195	20	0	1	0	0	0	0	0	0	0	0	0	0	1	217
<b>Hourly Total</b>	<b>4</b>	<b>873</b>	<b>136</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1025</b>
2115	2	177	30	0	2	0	0	0	0	0	0	0	0	0	0	1	212
2130	1	141	31	0	2	0	0	0	0	0	0	0	0	0	0	0	175
2145	1	127	18	0	1	0	0	0	0	0	0	0	0	0	0	1	148
2200	4	114	12	0	1	0	0	0	0	0	0	0	0	0	0	0	131
<b>Hourly Total</b>	<b>8</b>	<b>559</b>	<b>91</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>666</b>
2215	2	111	25	0	0	0	0	0	0	0	0	0	0	0	0	0	138
2230	0	90	14	0	1	0	0	0	0	0	0	0	0	0	0	1	106
2245	0	78	16	0	1	0	0	0	1	0	0	0	0	0	0	0	96
2300	2	77	4	0	0	0	0	0	0	0	0	0	0	0	0	0	83
<b>Hourly Total</b>	<b>4</b>	<b>356</b>	<b>59</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>423</b>
2315	0	84	5	0	0	0	0	0	0	0	0	0	0	0	0	0	89
2330	0	60	14	0	0	0	0	0	0	0	0	0	0	0	0	0	74
2345	0	24	5	0	1	0	0	0	0	0	0	0	0	0	0	0	30
2400	0	24	3	0	1	0	0	0	0	0	0	0	0	0	0	0	28
<b>Hourly Total</b>	<b>0</b>	<b>192</b>	<b>27</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>221</b>
<b>DAILY TOTAL</b>	<b>99</b>	<b>12403</b>	<b>3342</b>	<b>21</b>	<b>372</b>	<b>48</b>	<b>5</b>	<b>89</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>16467</b>	
<b>Percentages</b>	<b>0.6%</b>	<b>75.3%</b>	<b>20.3%</b>	<b>0.1%</b>	<b>2.3%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.5%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.4%</b>	<b>100.0%</b>	

# CLASS COUNT REPORT

Location: SR 789 west of Bird Key Drive  
 Direction: Westbound  
 Start Date: 5/4/2021  
 Stop Date: 5/4/2021

City/County: Sarasota/Sarasota  
 Start Time: 00:00  
 Stop Time: 24:00

GPS: 27.32356  
 -82.56748

END TIME	VEHICLE CLASS															Total
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
45	0	3	3	0	1	0	0	2	0	0	0	0	0	0	0	9
100	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>0</b>	<b>22</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>
115	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
130	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
145	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
215	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
230	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
245	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
300	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
<b>Hourly Total</b>	<b>0</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>
315	0	3	0	0	2	0	0	0	0	0	0	0	0	0	0	5
330	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
345	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
400	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
415	0	5	0	0	3	0	0	1	0	0	0	0	0	0	0	9
430	0	6	3	0	0	2	0	0	2	0	0	0	0	0	0	13
445	0	13	5	0	0	2	0	0	0	0	0	0	0	0	0	20
500	0	14	4	0	0	0	0	0	0	0	0	0	0	0	0	18
<b>Hourly Total</b>	<b>0</b>	<b>38</b>	<b>12</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>
515	0	9	1	0	1	0	0	0	2	0	0	0	0	0	0	13
530	0	16	3	0	2	0	0	0	1	0	0	0	0	0	0	22
545	1	31	10	0	1	0	0	1	0	0	0	0	0	0	0	44
600	0	28	12	0	0	1	0	0	0	0	0	0	0	0	0	41
<b>Hourly Total</b>	<b>1</b>	<b>84</b>	<b>26</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>120</b>
615	0	43	22	1	1	1	0	0	0	0	0	0	0	0	1	69
630	1	62	29	1	4	1	0	3	0	0	0	0	0	0	0	101
645	2	86	39	1	3	4	0	1	1	0	0	0	0	0	2	139
700	1	124	32	1	3	1	0	2	0	0	0	0	0	0	2	166
<b>Hourly Total</b>	<b>4</b>	<b>315</b>	<b>122</b>	<b>4</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>475</b>
715	6	92	51	0	5	0	0	2	0	0	0	0	0	0	3	159
730	2	138	57	0	14	1	0	9	0	0	0	0	0	0	0	221
745	0	205	73	0	10	2	0	5	1	0	0	0	0	0	0	296
800	3	214	111	1	19	2	0	9	0	0	0	0	0	0	2	361
<b>Hourly Total</b>	<b>11</b>	<b>649</b>	<b>292</b>	<b>1</b>	<b>48</b>	<b>5</b>	<b>0</b>	<b>25</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1037</b>
815	1	203	89	1	14	0	0	12	1	0	0	0	0	0	0	321





1845	3	198	28	0	1	0	0	0	0	0	0	0	0	0	0	0	230
1900	3	198	23	0	1	0	0	0	0	0	0	0	0	0	0	0	225
<b>Hourly Total</b>	<b>9</b>	<b>788</b>	<b>106</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>909</b>
1915	0	146	30	0	3	0	0	0	0	0	0	0	0	0	0	1	180
1930	1	171	23	0	0	0	0	0	0	0	0	0	0	0	0	0	195
1945	1	168	25	0	1	0	0	0	0	0	0	0	0	0	0	1	196
2000	2	174	18	0	1	0	0	0	0	0	0	0	0	0	0	0	195
<b>Hourly Total</b>	<b>4</b>	<b>659</b>	<b>96</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>766</b>
2015	1	106	18	0	2	0	0	0	0	0	0	0	0	0	0	0	127
2030	1	141	18	0	2	0	0	0	0	0	0	0	0	0	0	0	162
2045	0	100	9	0	2	0	0	0	0	0	0	0	0	0	0	0	111
2100	0	101	15	0	0	0	0	0	0	0	0	0	0	0	0	0	116
<b>Hourly Total</b>	<b>2</b>	<b>448</b>	<b>60</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>516</b>
2115	0	107	14	0	3	0	0	0	0	0	0	0	0	0	0	1	125
2130	0	80	13	0	0	0	0	0	0	0	0	0	0	0	0	0	93
2145	0	70	6	0	1	0	0	0	0	0	0	0	0	0	0	0	77
2200	1	44	12	0	0	0	0	0	1	0	0	0	0	0	0	0	58
<b>Hourly Total</b>	<b>1</b>	<b>301</b>	<b>45</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>353</b>
2215	0	55	7	0	1	0	0	0	0	0	0	0	0	0	0	0	63
2230	0	61	5	0	1	0	0	0	0	0	0	0	0	0	0	0	67
2245	0	45	7	0	1	0	0	0	0	0	0	0	0	0	0	0	53
2300	0	31	8	0	0	0	0	0	0	0	0	0	0	0	0	0	39
<b>Hourly Total</b>	<b>0</b>	<b>192</b>	<b>27</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>222</b>
2315	0	33	8	0	1	0	0	0	0	0	0	0	0	0	0	0	42
2330	0	19	2	0	1	0	0	0	0	0	0	0	0	0	0	0	22
2345	1	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25
2400	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13
<b>Hourly Total</b>	<b>1</b>	<b>85</b>	<b>14</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>102</b>
<b>DAILY TOTAL</b>	<b>93</b>	<b>12095</b>	<b>2854</b>	<b>20</b>	<b>384</b>	<b>39</b>	<b>5</b>	<b>159</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>15709</b>
<b>Percentages</b>	<b>0.6%</b>	<b>77.0%</b>	<b>18.2%</b>	<b>0.1%</b>	<b>2.4%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>1.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>100.0%</b>

# CLASS COUNT REPORT

Location: SR 789 west of Bird Key Drive  
 Direction: Combined  
 Start Date: 5/4/2021  
 Stop Date: 5/4/2021

City/County: Sarasota/Sarasota  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	1	26	5	0	0	0	0	0	0	0	0	0	0	0	0	32
30	0	16	2	0	1	0	0	0	0	0	0	0	0	0	0	19
45	0	16	4	0	1	0	0	2	0	0	0	0	0	0	0	23
100	0	13	6	0	0	0	0	0	0	0	0	0	0	0	0	19
<b>Hourly Total</b>	<b>1</b>	<b>71</b>	<b>17</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>93</b>
115	0	12	2	0	0	0	0	0	0	0	0	0	0	0	1	15
130	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
145	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
200	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>0</b>	<b>33</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>41</b>
215	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
230	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
245	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
300	0	9	3	0	1	0	0	0	0	0	0	0	0	0	0	13
<b>Hourly Total</b>	<b>0</b>	<b>34</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>
315	0	10	0	0	2	0	0	0	0	0	0	0	0	0	0	12
330	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	7
345	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
400	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>
415	0	7	1	0	3	0	0	1	0	0	0	0	0	0	0	12
430	0	9	4	0	2	2	0	0	2	0	0	0	0	0	0	19
445	0	17	10	0	0	2	0	0	0	0	0	0	0	0	0	29
500	0	26	6	0	0	0	0	0	2	0	0	0	0	0	0	34
<b>Hourly Total</b>	<b>0</b>	<b>59</b>	<b>21</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>94</b>
515	1	16	4	0	2	1	0	1	2	0	0	0	0	0	0	27
530	0	31	4	0	2	0	0	0	1	0	0	0	0	0	0	38
545	1	40	18	0	2	0	0	1	0	0	0	0	0	0	1	63
600	0	47	20	0	0	1	0	0	1	0	0	0	0	0	0	69
<b>Hourly Total</b>	<b>2</b>	<b>134</b>	<b>46</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>197</b>
615	0	68	27	1	1	1	0	0	0	0	0	0	0	0	1	99
630	1	92	33	1	5	2	0	3	0	0	0	0	0	0	0	137
645	2	120	45	2	4	6	0	1	1	0	0	0	0	0	2	183
700	5	178	41	2	5	1	0	2	0	0	0	0	0	0	4	238
<b>Hourly Total</b>	<b>8</b>	<b>458</b>	<b>146</b>	<b>6</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>657</b>
715	6	171	62	0	8	0	0	2	0	0	0	0	0	0	3	252
730	3	218	73	0	16	2	0	10	1	0	0	0	0	0	1	324
745	0	307	92	1	14	2	0	5	1	0	0	0	0	0	0	422
800	4	329	135	1	22	2	0	9	1	0	0	0	0	0	3	506
<b>Hourly Total</b>	<b>13</b>	<b>1025</b>	<b>362</b>	<b>2</b>	<b>60</b>	<b>6</b>	<b>0</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1504</b>
815	2	307	113	1	22	1	0	12	1	0	0	0	1	0	1	461



1845	5	381	64	1	7	0	0	0	0	0	0	0	0	0	0	0	458
1900	3	352	48	0	3	0	0	0	1	0	0	0	0	0	0	2	409
<b>Hourly Total</b>	<b>13</b>	<b>1529</b>	<b>240</b>	<b>2</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1815</b>	
1915	1	333	53	0	3	0	0	0	0	0	0	0	0	0	1	391	
1930	5	340	55	0	0	0	0	0	1	0	0	0	0	0	2	403	
1945	2	308	50	0	4	0	0	0	0	0	0	0	0	0	2	366	
2000	3	310	52	0	2	0	0	0	1	0	0	0	0	0	0	368	
<b>Hourly Total</b>	<b>11</b>	<b>1291</b>	<b>210</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1528</b>	
2015	4	290	52	0	3	0	0	0	0	0	0	0	0	0	1	350	
2030	2	395	54	0	6	0	0	0	0	0	0	0	0	0	1	458	
2045	0	340	55	0	5	0	0	0	0	0	0	0	0	0	0	400	
2100	0	296	35	0	1	0	0	0	0	0	0	0	0	0	1	333	
<b>Hourly Total</b>	<b>6</b>	<b>1321</b>	<b>196</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1541</b>	
2115	2	284	44	0	5	0	0	0	0	0	0	0	0	0	2	337	
2130	1	221	44	0	2	0	0	0	0	0	0	0	0	0	0	268	
2145	1	197	24	0	2	0	0	0	0	0	0	0	0	0	1	225	
2200	5	158	24	0	1	0	0	0	1	0	0	0	0	0	0	189	
<b>Hourly Total</b>	<b>9</b>	<b>860</b>	<b>136</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1019</b>	
2215	2	166	32	0	1	0	0	0	0	0	0	0	0	0	0	201	
2230	0	151	19	0	2	0	0	0	0	0	0	0	0	0	1	173	
2245	0	123	23	0	2	0	0	0	1	0	0	0	0	0	0	149	
2300	2	108	12	0	0	0	0	0	0	0	0	0	0	0	0	122	
<b>Hourly Total</b>	<b>4</b>	<b>548</b>	<b>86</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>645</b>	
2315	0	117	13	0	1	0	0	0	0	0	0	0	0	0	0	131	
2330	0	79	16	0	1	0	0	0	0	0	0	0	0	0	0	96	
2345	1	46	7	0	1	0	0	0	0	0	0	0	0	0	0	55	
2400	0	35	5	0	1	0	0	0	0	0	0	0	0	0	0	41	
<b>Hourly Total</b>	<b>1</b>	<b>277</b>	<b>41</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>323</b>	
<b>DAILY TOTAL</b>	<b>192</b>	<b>24498</b>	<b>6196</b>	<b>41</b>	<b>756</b>	<b>87</b>	<b>10</b>	<b>248</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>102</b>	<b>32176</b>	
<b>Percentages</b>	<b>0.6%</b>	<b>76.1%</b>	<b>19.3%</b>	<b>0.1%</b>	<b>2.3%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.8%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.3%</b>	<b>100.0%</b>	





1845	2	191	46	0	4	0	0	0	0	0	0	0	0	0	0	0	243
1900	2	183	35	0	1	1	0	0	0	0	0	0	0	0	0	0	223
<b>Hourly Total</b>	<b>5</b>	<b>784</b>	<b>169</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>982</b>
1915	1	184	30	0	1	0	0	0	0	0	0	0	0	0	0	0	217
1930	2	163	26	0	1	1	0	0	0	0	0	0	0	0	0	0	193
1945	0	155	23	0	2	0	0	0	0	0	0	0	0	0	0	0	180
2000	2	165	23	0	2	0	0	0	0	0	0	0	0	0	0	0	192
<b>Hourly Total</b>	<b>5</b>	<b>667</b>	<b>102</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>782</b>
2015	4	195	28	0	0	0	0	3	0	0	0	0	0	0	0	0	230
2030	7	270	39	0	2	0	0	0	0	0	0	0	0	0	0	1	319
2045	2	208	28	0	1	0	0	0	0	0	0	0	0	0	0	0	239
2100	0	163	32	0	1	0	0	0	0	0	0	0	0	0	0	0	196
<b>Hourly Total</b>	<b>13</b>	<b>836</b>	<b>127</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>984</b>
2115	0	150	25	0	3	0	0	0	0	0	0	0	0	0	0	0	178
2130	2	150	21	0	2	0	0	0	0	0	0	0	0	0	0	0	175
2145	2	130	14	0	2	1	0	0	0	0	0	0	0	0	0	0	149
2200	1	118	18	0	0	0	0	0	0	0	0	0	0	0	0	0	137
<b>Hourly Total</b>	<b>5</b>	<b>548</b>	<b>78</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>639</b>
2215	3	116	12	0	2	0	0	0	0	0	0	0	0	0	0	0	134
2230	2	118	20	0	1	0	0	0	0	0	0	0	0	0	0	0	142
2245	2	90	24	0	0	0	0	0	0	0	0	0	0	0	0	0	117
2300	1	79	10	0	0	1	0	0	0	0	0	0	0	0	0	0	92
<b>Hourly Total</b>	<b>8</b>	<b>403</b>	<b>66</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>485</b>
2315	0	95	6	0	3	0	0	0	0	0	0	0	0	0	0	0	104
2330	1	51	7	0	0	0	0	0	0	0	0	0	0	0	0	0	60
2345	0	29	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31
2400	1	29	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31
<b>Hourly Total</b>	<b>2</b>	<b>204</b>	<b>16</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>226</b>
<b>DAILY TOTAL</b>	<b>110</b>	<b>13135</b>	<b>3430</b>	<b>16</b>	<b>367</b>	<b>58</b>	<b>3</b>	<b>92</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>17272</b>
<b>Percentages</b>	<b>0.6%</b>	<b>76.0%</b>	<b>19.9%</b>	<b>0.1%</b>	<b>2.1%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.5%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.3%</b>	<b>100.0%</b>



# CLASS COUNT REPORT

Location:

Direction: Westbound

City/County: Sarasota/Sarasota

GPS: 27.32356

Start Date: 5/5/2021

Start Time: 00:00

-82.56748

Stop Date: 5/5/2021

Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
45	0	11	1	0	1	0	0	0	0	0	0	0	0	0	0	13
100	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
<b>Hourly Total</b>	<b>0</b>	<b>33</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>
115	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
130	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
145	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
200	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
215	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
230	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
245	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
300	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>0</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>
315	1	1	1	0	0	0	0	0	1	0	0	0	0	0	0	4
330	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
345	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
400	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
<b>Hourly Total</b>	<b>1</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>
415	0	7	0	0	0	0	0	0	1	0	0	0	0	0	0	8
430	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
445	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
500	0	8	4	0	1	0	0	0	0	0	0	0	0	0	0	13
<b>Hourly Total</b>	<b>0</b>	<b>33</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>
515	1	10	4	0	1	0	0	1	0	0	0	0	0	0	0	17
530	1	10	12	0	0	0	0	0	1	0	0	0	0	0	0	24
545	1	29	14	0	1	0	0	1	0	0	0	0	0	0	0	46
600	1	32	12	0	2	0	0	5	0	0	0	0	0	0	1	53
<b>Hourly Total</b>	<b>4</b>	<b>81</b>	<b>42</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>140</b>
615	0	42	15	1	2	2	0	2	0	0	0	0	0	0	0	64
630	0	62	25	0	5	0	0	1	0	0	0	0	0	0	0	93
645	1	89	32	0	6	1	0	1	0	0	0	0	0	0	0	130
700	1	122	45	0	4	2	0	2	1	0	0	0	0	0	1	178
<b>Hourly Total</b>	<b>2</b>	<b>315</b>	<b>117</b>	<b>1</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>465</b>
715	1	98	36	1	9	0	0	2	0	0	0	0	0	0	0	147
730	2	137	51	0	12	0	2	10	0	0	0	0	0	0	1	215
745	0	203	66	0	9	3	0	10	0	0	0	0	0	0	1	292
800	1	220	90	1	15	5	0	20	0	0	0	0	0	0	0	352
<b>Hourly Total</b>	<b>4</b>	<b>658</b>	<b>243</b>	<b>2</b>	<b>45</b>	<b>8</b>	<b>2</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1006</b>
815	3	194	105	1	18	1	0	10	1	0	0	0	0	0	0	333



1845	2	208	26	0	1	0	0	0	0	0	0	0	0	0	0	0	237
1900	1	191	32	2	0	0	0	2	0	0	0	0	0	0	0	0	228
<b>Hourly Total</b>	<b>5</b>	<b>801</b>	<b>111</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>924</b>
1915	1	172	18	0	2	0	0	0	0	0	0	0	0	0	0	0	193
1930	2	165	24	0	0	0	0	0	0	0	0	0	0	0	0	0	191
1945	0	152	18	0	0	0	0	0	0	0	0	0	0	0	0	0	170
2000	3	149	22	0	1	0	0	1	0	0	0	0	0	0	0	0	176
<b>Hourly Total</b>	<b>6</b>	<b>638</b>	<b>82</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>730</b>
2015	1	128	13	0	1	1	0	0	0	0	0	0	0	0	0	1	145
2030	1	118	19	0	2	0	0	0	0	0	0	0	0	0	0	1	141
2045	1	120	19	0	0	0	0	0	1	0	0	0	0	0	0	1	142
2100	1	128	20	0	3	0	0	0	0	0	0	0	0	0	0	0	152
<b>Hourly Total</b>	<b>4</b>	<b>494</b>	<b>71</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>580</b>
2115	1	99	9	0	1	0	0	0	0	0	0	0	0	0	0	0	110
2130	0	84	10	0	0	0	0	0	0	0	0	0	0	0	0	0	94
2145	0	77	10	0	1	0	0	0	0	0	0	0	0	0	0	0	88
2200	1	72	11	0	0	0	0	0	0	0	0	0	0	0	0	2	86
<b>Hourly Total</b>	<b>2</b>	<b>332</b>	<b>40</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>378</b>
2215	0	55	13	0	0	0	0	0	0	0	0	0	0	0	0	0	68
2230	0	53	10	0	0	0	0	0	0	0	0	0	0	0	0	0	63
2245	2	45	4	0	0	0	0	0	0	0	0	0	0	0	0	1	52
2300	1	25	10	0	0	0	0	0	0	0	0	0	0	0	0	1	37
<b>Hourly Total</b>	<b>3</b>	<b>178</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>220</b>
2315	3	30	2	0	1	0	0	0	0	0	0	0	0	0	0	0	36
2330	0	35	6	0	0	0	0	0	0	0	0	0	0	0	0	0	41
2345	0	21	3	0	0	0	0	1	0	0	0	0	0	0	0	0	25
2400	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0	1	23
<b>Hourly Total</b>	<b>3</b>	<b>106</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>125</b>
<b>DAILY TOTAL</b>	<b>115</b>	<b>13047</b>	<b>3073</b>	<b>17</b>	<b>376</b>	<b>57</b>	<b>7</b>	<b>224</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>16960</b>
<b>Percentages</b>	<b>0.7%</b>	<b>76.9%</b>	<b>18.1%</b>	<b>0.1%</b>	<b>2.2%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>1.3%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>100.0%</b>

# CLASS COUNT REPORT

Location: SR 789 west of Bird Key Drive  
 Direction: Combined  
 Start Date: 5/5/2021  
 Stop Date: 5/5/2021

City/County: Sarasota/Sarasota  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	3	29	3	0	1	0	0	0	0	0	0	0	0	0	0	36
30	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	31
45	0	17	2	0	1	0	0	0	0	0	0	0	0	0	0	20
100	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
<b>Hourly Total</b>	<b>3</b>	<b>90</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>103</b>
115	0	10	1	0	1	0	0	0	0	0	0	0	0	0	0	12
130	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
145	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
200	1	11	2	0	0	0	0	0	0	0	0	0	0	0	0	14
<b>Hourly Total</b>	<b>1</b>	<b>40</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>
215	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
230	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
245	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0	13
300	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
<b>Hourly Total</b>	<b>0</b>	<b>26</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>
315	1	5	1	0	0	0	0	0	1	0	0	0	0	0	0	8
330	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
345	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
400	0	5	3	0	1	0	0	0	0	0	0	0	0	0	1	10
<b>Hourly Total</b>	<b>1</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>33</b>
415	0	9	0	0	0	0	0	0	1	0	0	0	0	0	0	10
430	0	5	4	0	1	0	0	0	0	0	0	0	0	0	0	10
445	1	26	7	0	0	0	0	0	1	0	0	0	0	0	0	35
500	0	13	5	0	1	0	0	0	1	0	0	0	0	0	0	20
<b>Hourly Total</b>	<b>1</b>	<b>53</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>
515	1	16	5	0	1	0	0	1	0	0	0	0	0	0	0	24
530	1	19	15	2	0	0	0	0	1	0	0	0	0	0	0	38
545	1	39	17	0	1	0	0	1	0	0	0	0	0	0	0	59
600	1	53	18	0	3	0	0	5	0	0	0	0	0	0	1	81
<b>Hourly Total</b>	<b>4</b>	<b>127</b>	<b>55</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>202</b>
615	0	70	22	1	2	2	0	2	0	0	0	0	0	0	0	99
630	1	96	34	0	7	1	0	1	0	0	0	0	0	0	0	140
645	1	117	37	1	8	2	0	1	0	0	0	0	0	0	0	167
700	3	164	53	0	4	2	0	3	2	0	0	0	0	0	2	233
<b>Hourly Total</b>	<b>5</b>	<b>447</b>	<b>146</b>	<b>2</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>639</b>
715	1	176	52	1	13	1	0	2	0	0	0	0	0	0	0	246
730	2	227	73	1	15	0	2	10	0	0	0	0	0	0	3	333
745	0	293	90	1	12	3	0	12	0	0	0	0	0	0	1	412
800	2	319	111	1	18	8	0	20	1	0	0	0	0	0	0	480
<b>Hourly Total</b>	<b>5</b>	<b>1015</b>	<b>326</b>	<b>4</b>	<b>58</b>	<b>12</b>	<b>2</b>	<b>44</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1471</b>
815	3	324	139	1	21	5	0	10	1	0	0	0	0	0	0	504



1845	4	399	72	0	5	0	0	0	0	0	0	0	0	0	0	0	480
1900	3	374	67	2	1	1	0	2	0	0	0	0	0	0	0	1	451
<b>Hourly Total</b>	<b>10</b>	<b>1585</b>	<b>280</b>	<b>2</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1906</b>
1915	2	356	48	0	3	0	0	0	0	0	0	0	0	0	0	1	410
1930	4	328	50	0	1	1	0	0	0	0	0	0	0	0	0	0	384
1945	0	307	41	0	2	0	0	0	0	0	0	0	0	0	0	0	350
2000	5	314	45	0	3	0	0	1	0	0	0	0	0	0	0	0	368
<b>Hourly Total</b>	<b>11</b>	<b>1305</b>	<b>184</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1512</b>
2015	5	323	41	0	1	1	0	3	0	0	0	0	0	0	0	1	375
2030	8	388	58	0	4	0	0	0	0	0	0	0	0	0	0	2	460
2045	3	328	47	0	1	0	0	0	1	0	0	0	0	0	0	1	381
2100	1	291	52	0	4	0	0	0	0	0	0	0	0	0	0	0	348
<b>Hourly Total</b>	<b>17</b>	<b>1330</b>	<b>198</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1564</b>
2115	1	249	34	0	4	0	0	0	0	0	0	0	0	0	0	0	288
2130	2	234	31	0	2	0	0	0	0	0	0	0	0	0	0	0	269
2145	2	207	24	0	3	1	0	0	0	0	0	0	0	0	0	0	237
2200	2	190	29	0	0	0	0	0	0	0	0	0	0	0	0	2	223
<b>Hourly Total</b>	<b>7</b>	<b>880</b>	<b>118</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1017</b>
2215	3	171	25	0	2	0	0	0	0	0	0	0	0	0	0	1	202
2230	2	171	30	0	1	0	0	0	0	0	0	0	0	0	0	1	205
2245	4	135	28	0	0	0	0	0	0	0	0	0	0	0	0	2	169
2300	2	104	20	0	0	1	0	0	0	0	0	0	0	0	0	2	129
<b>Hourly Total</b>	<b>11</b>	<b>581</b>	<b>103</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>705</b>
2315	3	125	8	0	4	0	0	0	0	0	0	0	0	0	0	0	140
2330	1	86	13	0	0	0	0	0	0	0	0	0	0	0	0	1	101
2345	0	50	5	0	0	0	0	1	0	0	0	0	0	0	0	0	56
2400	1	49	3	0	0	0	0	0	0	0	0	0	0	0	0	1	54
<b>Hourly Total</b>	<b>5</b>	<b>310</b>	<b>29</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>351</b>
<b>DAILY TOTAL</b>	<b>225</b>	<b>26182</b>	<b>6503</b>	<b>33</b>	<b>743</b>	<b>115</b>	<b>10</b>	<b>316</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>34232</b>
<b>Percentages</b>	<b>0.7%</b>	<b>76.5%</b>	<b>19.0%</b>	<b>0.1%</b>	<b>2.2%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.9%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>100.0%</b>







1845	0	191	40	0	2	0	0	0	0	0	0	0	0	0	0	2	235
1900	2	169	43	0	0	0	0	0	0	0	0	0	0	0	0	1	215
<b>Hourly Total</b>	<b>5</b>	<b>783</b>	<b>172</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>974</b>
1915	4	197	28	0	1	0	0	0	0	0	0	0	0	0	0	0	230
1930	4	194	32	0	0	0	0	0	0	0	0	0	0	0	0	1	231
1945	2	165	31	0	3	0	0	0	0	0	0	0	0	0	0	1	202
2000	4	190	30	0	1	0	0	0	0	0	0	0	0	0	0	0	225
<b>Hourly Total</b>	<b>14</b>	<b>746</b>	<b>121</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>888</b>
2015	4	179	34	0	3	0	0	1	0	0	0	0	0	0	0	0	221
2030	5	205	36	0	2	0	0	0	0	0	0	0	0	0	0	0	248
2045	3	194	27	0	5	0	0	0	0	0	0	0	0	0	0	1	230
2100	2	185	24	0	0	0	0	0	0	0	0	0	0	0	0	2	213
<b>Hourly Total</b>	<b>14</b>	<b>763</b>	<b>121</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>912</b>
2115	0	146	31	0	3	0	0	0	1	0	0	0	0	0	0	0	181
2130	0	142	25	0	2	0	0	0	0	0	0	0	0	0	0	1	170
2145	4	133	28	0	1	0	0	0	0	0	0	0	0	0	0	1	167
2200	2	171	29	0	0	0	0	0	0	0	0	0	0	0	0	1	203
<b>Hourly Total</b>	<b>6</b>	<b>592</b>	<b>113</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>721</b>
2215	0	139	27	0	0	0	0	0	0	0	0	0	0	0	0	0	166
2230	2	120	21	0	2	0	0	0	1	0	0	0	0	0	0	1	147
2245	4	101	17	0	5	0	0	0	0	0	0	0	0	0	0	0	127
2300	2	77	17	0	1	2	0	0	0	0	0	0	0	0	0	0	99
<b>Hourly Total</b>	<b>8</b>	<b>437</b>	<b>82</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>539</b>
2315	4	90	13	0	0	0	0	0	0	0	0	0	0	0	0	0	107
2330	2	70	5	1	0	0	0	0	0	0	0	0	0	0	0	0	78
2345	0	47	10	0	0	0	0	0	0	0	0	0	0	0	0	0	57
2400	0	25	7	0	0	0	0	0	0	0	0	0	0	0	0	0	32
<b>Hourly Total</b>	<b>6</b>	<b>232</b>	<b>35</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>274</b>
<b>DAILY TOTAL</b>	<b>137</b>	<b>13202</b>	<b>3502</b>	<b>20</b>	<b>340</b>	<b>58</b>	<b>1</b>	<b>87</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>17415</b>	
<b>Percentages</b>	<b>0.8%</b>	<b>75.8%</b>	<b>20.1%</b>	<b>0.1%</b>	<b>2.0%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.5%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.3%</b>	<b>100.0%</b>	

# CLASS COUNT REPORT

Location: SR 789 west of Bird Key Drive  
 Direction: Westbound  
 Start Date: 5/6/2021  
 Stop Date: 5/6/2021

City/County: Sarasota/Sarasota  
 Start Time: 00:00  
 Stop Time: 24:00

GPS: 27.32356  
 -82.56748

END TIME	VEHICLE CLASS															Total
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19
30	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
45	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
100	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
<b>Hourly Total</b>	<b>0</b>	<b>51</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>
115	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
130	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
145	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
200	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
215	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
230	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
245	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
300	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	6
<b>Hourly Total</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
315	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
330	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
345	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	7
400	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
<b>Hourly Total</b>	<b>0</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>
415	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	8
430	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
445	1	14	5	0	0	0	0	1	0	0	0	0	0	0	0	21
500	0	21	6	0	0	0	0	0	0	0	0	0	0	0	0	27
<b>Hourly Total</b>	<b>1</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66</b>
515	0	6	5	0	2	0	0	0	0	0	0	0	0	0	0	13
530	0	12	10	0	1	0	0	0	1	0	0	0	0	0	0	24
545	0	22	8	0	0	0	0	0	0	0	0	0	0	0	0	30
600	2	34	13	0	0	0	0	3	0	0	0	0	0	0	0	52
<b>Hourly Total</b>	<b>2</b>	<b>74</b>	<b>36</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>119</b>
615	2	40	9	3	3	0	0	1	2	0	0	0	0	0	0	60
630	0	70	24	0	3	0	0	2	0	0	0	0	0	0	1	100
645	0	97	27	0	1	1	0	1	0	0	0	0	0	0	1	128
700	0	103	35	0	2	1	0	3	0	0	0	0	0	0	1	145
<b>Hourly Total</b>	<b>2</b>	<b>310</b>	<b>95</b>	<b>3</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>433</b>
715	3	99	45	1	8	2	0	3	1	0	0	0	0	0	3	165
730	2	157	53	0	8	1	0	9	1	0	0	0	0	0	0	231
745	1	196	76	2	10	3	0	13	0	0	0	0	0	0	1	302
800	4	209	92	3	15	1	1	15	0	0	0	0	0	0	0	340
<b>Hourly Total</b>	<b>10</b>	<b>661</b>	<b>266</b>	<b>6</b>	<b>41</b>	<b>7</b>	<b>1</b>	<b>40</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1038</b>
815	3	211	97	0	16	2	1	18	3	0	0	0	0	0	0	351



1845	2	180	35	0	2	0	0	0	0	0	0	0	0	0	0	0	219
1900	3	188	30	0	1	0	0	0	0	0	0	0	0	0	0	0	222
<b>Hourly Total</b>	<b>7</b>	<b>773</b>	<b>130</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>917</b>
1915	0	185	24	0	4	0	0	0	0	0	0	0	0	0	0	1	214
1930	3	176	31	0	1	0	0	0	0	0	0	0	0	0	0	0	211
1945	5	169	33	0	1	0	0	0	0	0	0	0	0	0	0	0	208
2000	1	167	20	0	0	0	0	1	0	0	0	0	0	0	0	0	189
<b>Hourly Total</b>	<b>9</b>	<b>697</b>	<b>108</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>822</b>
2015	2	131	23	0	3	0	0	0	1	0	0	0	0	0	0	0	160
2030	3	112	16	0	1	0	0	0	0	0	0	0	0	0	0	0	132
2045	0	106	14	0	1	2	0	0	0	0	0	0	0	0	0	3	126
2100	2	101	16	0	0	0	0	0	0	0	0	0	0	0	0	0	119
<b>Hourly Total</b>	<b>7</b>	<b>450</b>	<b>69</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>537</b>
2115	0	108	12	0	2	0	0	0	0	0	0	0	0	0	0	0	122
2130	2	96	10	0	2	0	0	0	0	0	0	0	0	0	0	0	110
2145	2	83	7	0	1	0	0	0	0	0	0	0	0	0	0	0	93
2200	1	79	11	0	1	0	0	1	1	0	0	0	0	0	0	0	94
<b>Hourly Total</b>	<b>5</b>	<b>366</b>	<b>40</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>419</b>
2215	3	69	5	0	1	0	0	0	0	0	0	0	0	0	0	1	79
2230	0	61	17	0	1	0	0	0	0	0	0	0	0	0	0	0	79
2245	3	48	16	0	0	0	0	0	0	0	0	0	0	0	0	0	67
2300	0	46	7	0	0	0	0	0	0	0	0	0	0	0	0	0	53
<b>Hourly Total</b>	<b>6</b>	<b>224</b>	<b>45</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>278</b>
2315	1	34	8	0	0	0	0	0	0	0	0	0	1	0	0	0	44
2330	0	27	9	0	1	0	0	0	0	0	0	0	0	0	0	0	37
2345	0	20	4	0	0	0	0	0	0	0	0	0	0	0	0	0	24
2400	0	16	2	0	1	0	0	0	0	0	0	0	0	0	0	0	19
<b>Hourly Total</b>	<b>1</b>	<b>97</b>	<b>23</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>124</b>
<b>DAILY TOTAL</b>	<b>142</b>	<b>13263</b>	<b>3210</b>	<b>16</b>	<b>368</b>	<b>53</b>	<b>5</b>	<b>224</b>	<b>19</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>17329</b>	
<b>Percentages</b>	<b>0.8%</b>	<b>76.5%</b>	<b>18.5%</b>	<b>0.1%</b>	<b>2.1%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>1.3%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>100.0%</b>	

# CLASS COUNT REPORT

Location: SR 789 west of Bird Key Drive  
 Direction: Combined  
 Start Date: 5/6/2021  
 Stop Date: 5/6/2021

City/County: Sarasota/Sarasota  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	2	48	5	0	0	0	0	0	0	0	0	0	0	0	0	55
30	0	35	7	0	0	0	0	0	0	0	0	0	0	0	0	42
45	0	30	2	0	0	0	0	0	0	0	0	0	0	0	0	32
100	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
<b>Hourly Total</b>	<b>2</b>	<b>126</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>142</b>
115	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	19
130	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
145	2	5	0	0	0	0	0	0	0	0	0	0	0	0	1	8
200	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
<b>Hourly Total</b>	<b>2</b>	<b>33</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>44</b>
215	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
230	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
245	0	3	0	0	2	0	0	0	0	0	0	0	0	0	0	5
300	0	7	0	0	1	0	0	0	0	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>0</b>	<b>32</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>
315	1	11	1	0	0	0	0	0	0	0	0	0	0	0	0	13
330	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
345	0	8	1	0	1	0	0	0	0	0	0	0	0	0	0	10
400	0	7	1	0	3	0	0	0	0	0	0	0	0	0	0	11
<b>Hourly Total</b>	<b>1</b>	<b>36</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>
415	1	8	2	0	0	0	0	0	1	0	0	0	0	0	0	12
430	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
445	1	29	8	0	0	0	0	1	1	0	0	0	0	0	1	41
500	2	29	8	0	0	1	0	0	0	0	0	0	0	0	0	40
<b>Hourly Total</b>	<b>4</b>	<b>79</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>107</b>
515	0	13	7	0	2	0	0	0	0	0	0	0	0	0	0	22
530	0	22	14	0	1	0	0	0	1	0	0	0	0	0	0	38
545	0	33	12	0	2	0	0	0	0	0	0	0	0	0	0	47
600	3	61	19	0	0	0	0	3	1	0	0	0	0	0	0	87
<b>Hourly Total</b>	<b>3</b>	<b>129</b>	<b>52</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>194</b>
615	2	65	9	3	3	0	0	1	2	0	0	0	0	0	0	85
630	0	106	31	0	4	0	0	2	0	0	0	0	0	0	1	144
645	0	127	27	1	3	1	0	1	0	0	0	0	0	0	2	162
700	3	149	44	0	3	2	0	3	0	0	0	0	0	0	1	205
<b>Hourly Total</b>	<b>5</b>	<b>447</b>	<b>111</b>	<b>4</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>596</b>
715	5	170	55	1	9	2	0	3	1	0	0	0	0	0	3	249
730	2	233	71	0	10	2	0	9	1	0	0	0	0	0	0	328
745	1	279	106	3	14	5	0	13	0	0	0	0	0	0	4	425
800	4	295	111	3	19	1	1	15	1	0	0	0	0	0	0	450
<b>Hourly Total</b>	<b>12</b>	<b>977</b>	<b>343</b>	<b>7</b>	<b>52</b>	<b>10</b>	<b>1</b>	<b>40</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1452</b>
815	6	329	120	3	19	2	1	18	3	0	0	0	0	0	1	502



1845	2	371	75	0	4	0	0	0	0	0	0	0	0	0	0	2	454
1900	5	357	73	0	1	0	0	0	0	0	0	0	0	0	0	1	437
<b>Hourly Total</b>	<b>12</b>	<b>1556</b>	<b>302</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1891</b>
1915	4	382	52	0	5	0	0	0	0	0	0	0	0	0	0	1	444
1930	7	370	63	0	1	0	0	0	0	0	0	0	0	0	0	1	442
1945	7	334	64	0	4	0	0	0	0	0	0	0	0	0	0	1	410
2000	5	357	50	0	1	0	0	1	0	0	0	0	0	0	0	0	414
<b>Hourly Total</b>	<b>23</b>	<b>1443</b>	<b>229</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1710</b>
2015	6	310	57	0	6	0	0	1	1	0	0	0	0	0	0	0	381
2030	8	317	52	0	3	0	0	0	0	0	0	0	0	0	0	0	380
2045	3	300	41	0	6	2	0	0	0	0	0	0	0	0	0	4	356
2100	4	286	40	0	0	0	0	0	0	0	0	0	0	0	0	2	332
<b>Hourly Total</b>	<b>21</b>	<b>1213</b>	<b>190</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1449</b>
2115	0	254	43	0	5	0	0	0	1	0	0	0	0	0	0	0	303
2130	2	238	35	0	4	0	0	0	0	0	0	0	0	0	0	1	280
2145	6	216	35	0	2	0	0	0	0	0	0	0	0	0	0	1	260
2200	3	250	40	0	1	0	0	1	1	0	0	0	0	0	0	1	297
<b>Hourly Total</b>	<b>11</b>	<b>958</b>	<b>153</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1140</b>
2215	3	208	32	0	1	0	0	0	0	0	0	0	0	0	0	1	245
2230	2	181	38	0	3	0	0	0	1	0	0	0	0	0	0	1	226
2245	7	149	33	0	5	0	0	0	0	0	0	0	0	0	0	0	194
2300	2	123	24	0	1	2	0	0	0	0	0	0	0	0	0	0	152
<b>Hourly Total</b>	<b>14</b>	<b>661</b>	<b>127</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>817</b>
2315	5	124	21	0	0	0	0	0	0	0	0	0	1	0	0	0	151
2330	2	97	14	1	1	0	0	0	0	0	0	0	0	0	0	0	115
2345	0	67	14	0	0	0	0	0	0	0	0	0	0	0	0	0	81
2400	0	41	9	0	1	0	0	0	0	0	0	0	0	0	0	0	51
<b>Hourly Total</b>	<b>7</b>	<b>329</b>	<b>58</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>398</b>
<b>DAILY TOTAL</b>	<b>279</b>	<b>26465</b>	<b>6712</b>	<b>36</b>	<b>708</b>	<b>111</b>	<b>6</b>	<b>311</b>	<b>37</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>34744</b>	
<b>Percentages</b>	<b>0.8%</b>	<b>76.2%</b>	<b>19.3%</b>	<b>0.1%</b>	<b>2.0%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.9%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>100.0%</b>	







1845	0	214	45	0	5	0	0	0	2	0	0	0	0	0	0	266
1900	0	218	31	0	3	0	0	0	0	0	0	0	0	0	1	253
<b>Hourly Total</b>	<b>2</b>	<b>923</b>	<b>171</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1120</b>
1915	2	236	37	0	4	0	0	0	0	0	0	0	0	0	1	280
1930	5	172	46	1	3	0	0	0	0	0	0	0	0	0	0	227
1945	3	207	30	0	2	0	0	0	0	0	0	0	0	0	0	242
2000	5	198	28	0	3	0	0	1	0	0	0	0	0	0	0	235
<b>Hourly Total</b>	<b>15</b>	<b>813</b>	<b>141</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>984</b>
2015	4	216	42	0	3	1	0	0	0	0	0	0	0	0	1	267
2030	2	277	44	0	0	0	0	0	0	0	0	0	0	0	1	324
2045	2	279	44	0	5	0	0	1	0	0	0	0	0	0	0	331
2100	1	238	53	0	2	0	0	0	0	0	0	0	0	0	2	296
<b>Hourly Total</b>	<b>9</b>	<b>1010</b>	<b>183</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1218</b>
2115	4	242	45	0	4	0	0	0	0	0	0	0	0	0	1	296
2130	7	182	33	0	4	0	0	1	0	0	0	0	0	0	0	227
2145	1	179	26	0	4	0	0	0	0	0	0	0	0	0	0	210
2200	2	162	24	0	0	0	0	0	0	0	0	0	0	0	0	188
<b>Hourly Total</b>	<b>14</b>	<b>765</b>	<b>128</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>921</b>
2215	2	189	29	0	1	0	0	0	0	0	0	0	0	0	0	221
2230	2	152	20	0	2	0	0	0	0	0	0	0	0	0	0	176
2245	1	156	22	0	4	0	0	0	0	0	0	0	0	0	0	183
2300	2	138	23	0	1	0	0	0	0	0	0	0	0	0	0	164
<b>Hourly Total</b>	<b>7</b>	<b>635</b>	<b>94</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>744</b>
2315	2	135	17	0	1	0	0	0	0	0	0	0	0	0	1	156
2330	3	99	19	0	2	0	0	0	0	0	0	0	0	0	0	123
2345	2	111	13	0	0	0	0	0	0	0	0	0	0	0	0	126
2400	3	89	12	0	1	0	0	0	0	0	0	0	0	0	1	106
<b>Hourly Total</b>	<b>10</b>	<b>434</b>	<b>61</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>511</b>
<b>DAILY TOTAL</b>	<b>120</b>	<b>14854</b>	<b>3686</b>	<b>20</b>	<b>403</b>	<b>58</b>	<b>0</b>	<b>94</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>19302</b>
<b>Percentages</b>	<b>0.6%</b>	<b>77.0%</b>	<b>19.1%</b>	<b>0.1%</b>	<b>2.1%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.5%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.3%</b>	<b>100.0%</b>

# CLASS COUNT REPORT

Location: SR 789 west of Bird Key Drive  
 Direction: Westbound  
 Start Date: 5/7/2021  
 Stop Date: 5/7/2021

City/County: Sarasota/Sarasota  
 Start Time: 00:00  
 Stop Time: 24:00

GPS: 27.32356  
 -82.56748

END TIME	VEHICLE CLASS															Total
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
30	0	12	5	0	0	0	0	0	0	0	0	0	0	0	0	17
45	0	10	3	0	0	0	0	0	0	0	0	0	0	0	1	14
100	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>1</b>	<b>41</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>53</b>
115	0	9	0	0	2	0	0	0	0	0	0	0	0	0	0	11
130	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
145	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
200	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>0</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>
215	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
230	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
245	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
300	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	5
<b>Hourly Total</b>	<b>1</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>
315	0	3	1	0	2	0	0	0	0	0	0	0	0	0	0	6
330	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	7
345	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
400	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	6
<b>Hourly Total</b>	<b>0</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>
415	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
430	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
445	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
500	1	15	3	0	0	0	0	0	0	0	0	0	0	0	0	19
<b>Hourly Total</b>	<b>1</b>	<b>36</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>
515	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	14
530	0	17	5	0	2	0	0	1	0	0	0	0	0	0	0	25
545	0	25	14	1	1	0	0	0	0	0	0	0	0	0	0	41
600	2	28	9	0	1	0	0	2	1	0	0	0	0	0	0	43
<b>Hourly Total</b>	<b>2</b>	<b>79</b>	<b>33</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>123</b>
615	0	53	16	0	2	1	0	0	0	0	0	0	0	0	0	72
630	0	75	21	1	9	0	0	2	0	0	0	0	0	0	0	108
645	2	94	31	0	3	1	0	0	0	0	0	0	0	0	0	131
700	0	121	31	0	6	2	0	2	0	0	0	0	0	0	0	162
<b>Hourly Total</b>	<b>2</b>	<b>343</b>	<b>99</b>	<b>1</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>473</b>
715	2	99	40	2	4	3	0	4	0	0	0	0	0	0	1	155
730	1	133	57	0	8	1	0	5	0	0	0	0	0	0	0	205
745	3	181	74	0	9	3	0	5	0	0	0	0	0	0	1	276
800	3	225	93	2	12	0	0	12	0	0	0	0	0	0	2	349
<b>Hourly Total</b>	<b>9</b>	<b>638</b>	<b>264</b>	<b>4</b>	<b>33</b>	<b>7</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>985</b>
815	2	200	93	0	18	4	0	13	2	0	0	0	0	0	1	333



1845	4	217	44	0	1	0	0	0	0	0	0	0	0	0	0	0	266
1900	5	246	31	0	4	0	0	1	0	0	0	0	0	0	0	0	287
<b>Hourly Total</b>	<b>12</b>	<b>953</b>	<b>151</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1127</b>
1915	4	200	32	0	5	0	0	1	0	0	0	0	0	0	0	1	243
1930	1	173	34	0	2	0	0	0	0	0	0	0	0	0	0	0	210
1945	3	211	25	0	1	0	0	0	0	0	0	0	0	0	0	1	241
2000	2	200	42	0	0	0	0	0	0	0	0	0	0	0	0	0	244
<b>Hourly Total</b>	<b>10</b>	<b>784</b>	<b>133</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>938</b>
2015	1	155	30	0	4	1	0	0	0	0	0	0	0	0	0	0	191
2030	0	143	20	0	0	2	0	0	0	0	0	0	0	0	0	0	165
2045	1	151	24	0	3	0	0	0	0	0	0	0	0	0	0	1	180
2100	2	137	23	0	2	0	0	0	0	0	0	0	0	0	0	0	164
<b>Hourly Total</b>	<b>4</b>	<b>586</b>	<b>97</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>700</b>
2115	1	114	23	0	3	0	0	0	0	0	0	0	0	0	0	0	141
2130	1	140	21	0	1	0	0	0	0	0	0	0	0	0	0	0	163
2145	1	109	18	0	0	0	0	0	0	0	0	0	0	0	0	0	128
2200	0	98	18	0	1	0	0	0	0	0	0	0	0	0	0	0	117
<b>Hourly Total</b>	<b>3</b>	<b>461</b>	<b>80</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>549</b>
2215	1	83	14	0	1	0	0	0	0	0	0	0	0	0	0	1	100
2230	4	85	13	0	1	0	0	0	0	0	0	0	0	0	0	0	103
2245	2	80	13	0	0	0	0	0	0	0	0	0	0	0	0	0	95
2300	2	58	14	0	1	0	0	0	0	0	0	0	0	0	0	0	75
<b>Hourly Total</b>	<b>9</b>	<b>306</b>	<b>54</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>373</b>
2315	1	57	10	0	0	0	0	0	0	0	0	0	0	0	0	0	68
2330	0	41	14	0	0	0	0	1	0	0	0	0	0	0	0	0	56
2345	0	38	10	0	2	0	0	0	0	0	0	0	0	0	0	0	50
2400	0	38	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39
<b>Hourly Total</b>	<b>1</b>	<b>174</b>	<b>35</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>213</b>
<b>DAILY TOTAL</b>	<b>137</b>	<b>14955</b>	<b>3375</b>	<b>23</b>	<b>422</b>	<b>55</b>	<b>7</b>	<b>195</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>19216</b>
<b>Percentages</b>	<b>0.7%</b>	<b>77.8%</b>	<b>17.6%</b>	<b>0.1%</b>	<b>2.2%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>1.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>100.0%</b>





1845	4	431	89	0	6	0	0	0	2	0	0	0	0	0	0	532
1900	5	464	62	0	7	0	0	1	0	0	0	0	0	0	1	540
<b>Hourly Total</b>	<b>14</b>	<b>1876</b>	<b>322</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2247</b>
1915	6	436	69	0	9	0	0	1	0	0	0	0	0	0	2	523
1930	6	345	80	1	5	0	0	0	0	0	0	0	0	0	0	437
1945	6	418	55	0	3	0	0	0	0	0	0	0	0	0	1	483
2000	7	398	70	0	3	0	0	1	0	0	0	0	0	0	0	479
<b>Hourly Total</b>	<b>25</b>	<b>1597</b>	<b>274</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1922</b>
2015	5	371	72	0	7	2	0	0	0	0	0	0	0	0	1	458
2030	2	420	64	0	0	2	0	0	0	0	0	0	0	0	1	489
2045	3	430	68	0	8	0	0	1	0	0	0	0	0	0	1	511
2100	3	375	76	0	4	0	0	0	0	0	0	0	0	0	2	460
<b>Hourly Total</b>	<b>13</b>	<b>1596</b>	<b>280</b>	<b>0</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1918</b>
2115	5	356	68	0	7	0	0	0	0	0	0	0	0	0	1	437
2130	8	322	54	0	5	0	0	1	0	0	0	0	0	0	0	390
2145	2	288	44	0	4	0	0	0	0	0	0	0	0	0	0	338
2200	2	260	42	0	1	0	0	0	0	0	0	0	0	0	0	305
<b>Hourly Total</b>	<b>17</b>	<b>1226</b>	<b>208</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1470</b>
2215	3	272	43	0	2	0	0	0	0	0	0	0	0	0	1	321
2230	6	237	33	0	3	0	0	0	0	0	0	0	0	0	0	279
2245	3	236	35	0	4	0	0	0	0	0	0	0	0	0	0	278
2300	4	196	37	0	2	0	0	0	0	0	0	0	0	0	0	239
<b>Hourly Total</b>	<b>16</b>	<b>941</b>	<b>148</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1117</b>
2315	3	192	27	0	1	0	0	0	0	0	0	0	0	0	1	224
2330	3	140	33	0	2	0	0	1	0	0	0	0	0	0	0	179
2345	2	149	23	0	2	0	0	0	0	0	0	0	0	0	0	176
2400	3	127	13	0	1	0	0	0	0	0	0	0	0	0	1	145
<b>Hourly Total</b>	<b>11</b>	<b>608</b>	<b>96</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>724</b>
<b>DAILY TOTAL</b>	<b>257</b>	<b>29809</b>	<b>7061</b>	<b>43</b>	<b>825</b>	<b>113</b>	<b>7</b>	<b>289</b>	<b>28</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>38518</b>
<b>Percentages</b>	<b>0.7%</b>	<b>77.4%</b>	<b>18.3%</b>	<b>0.1%</b>	<b>2.1%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.8%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>100.0%</b>



### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&BirdKey  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 1

#### Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	BIRD KEY PARK Southbound					SR 789 Westbound					BIRD KEY DRIVE Northbound					SR 789 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	8	151	4	0	163	0	0	2	11	13	1	91	0	0	92	268
07:15 AM	2	2	0	1	5	13	229	6	0	248	5	0	2	6	13	1	96	0	0	97	363
07:30 AM	2	0	1	2	5	19	285	2	0	306	2	0	2	11	15	0	114	2	0	116	442
07:45 AM	2	1	0	0	3	49	344	2	2	397	9	1	3	7	20	2	129	5	0	136	556
<b>Total</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>89</b>	<b>1009</b>	<b>14</b>	<b>2</b>	<b>1114</b>	<b>16</b>	<b>1</b>	<b>9</b>	<b>35</b>	<b>61</b>	<b>4</b>	<b>430</b>	<b>7</b>	<b>0</b>	<b>441</b>	<b>1629</b>
08:00 AM	3	0	0	1	4	47	316	4	0	367	5	0	6	20	31	1	133	2	3	139	541
08:15 AM	2	0	0	0	2	36	314	6	0	356	4	0	6	19	29	0	159	3	1	163	550
08:30 AM	2	0	0	3	5	43	311	7	0	361	4	1	8	18	31	3	195	7	1	206	603
08:45 AM	4	1	1	3	9	30	340	6	1	377	8	0	6	12	26	3	174	2	2	181	593
<b>Total</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>20</b>	<b>156</b>	<b>1281</b>	<b>23</b>	<b>1</b>	<b>1461</b>	<b>21</b>	<b>1</b>	<b>26</b>	<b>69</b>	<b>117</b>	<b>7</b>	<b>661</b>	<b>14</b>	<b>7</b>	<b>689</b>	<b>2287</b>
09:00 AM	5	1	1	1	8	27	270	1	1	299	3	0	10	13	26	3	187	2	1	193	526
09:15 AM	7	0	2	2	11	28	270	6	0	304	7	0	8	11	26	4	195	4	2	205	546
09:30 AM	2	1	0	4	7	29	245	4	2	280	8	0	7	17	32	1	232	1	4	238	557
09:45 AM	5	0	2	1	8	23	272	2	0	297	8	0	15	26	49	3	251	8	1	263	617
<b>Total</b>	<b>19</b>	<b>2</b>	<b>5</b>	<b>8</b>	<b>34</b>	<b>107</b>	<b>1057</b>	<b>13</b>	<b>3</b>	<b>1180</b>	<b>26</b>	<b>0</b>	<b>40</b>	<b>67</b>	<b>133</b>	<b>11</b>	<b>865</b>	<b>15</b>	<b>8</b>	<b>899</b>	<b>2246</b>
10:00 AM	1	0	4	2	7	28	263	2	1	294	11	0	13	8	32	2	234	5	2	243	576
10:15 AM	4	0	1	1	6	27	253	2	0	282	7	0	12	12	31	0	229	4	5	238	557
10:30 AM	2	0	0	1	3	21	268	2	0	291	8	0	7	13	28	2	263	5	0	270	592
10:45 AM	2	0	0	2	4	22	276	3	0	301	7	1	8	21	37	0	267	8	0	275	617
<b>Total</b>	<b>9</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>20</b>	<b>98</b>	<b>1060</b>	<b>9</b>	<b>1</b>	<b>1168</b>	<b>33</b>	<b>1</b>	<b>40</b>	<b>54</b>	<b>128</b>	<b>4</b>	<b>993</b>	<b>22</b>	<b>7</b>	<b>1026</b>	<b>2342</b>
11:00 AM	3	0	0	1	4	23	267	2	0	292	8	0	11	18	37	1	260	9	1	271	604
11:15 AM	1	0	1	1	3	22	265	3	0	290	7	0	5	23	35	1	266	7	2	276	604
11:30 AM	1	0	1	2	4	25	254	2	0	281	9	0	10	24	43	4	258	8	2	272	600
11:45 AM	1	1	1	3	6	37	247	3	0	287	6	0	6	20	32	0	264	6	0	270	595
<b>Total</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>7</b>	<b>17</b>	<b>107</b>	<b>1033</b>	<b>10</b>	<b>0</b>	<b>1150</b>	<b>30</b>	<b>0</b>	<b>32</b>	<b>85</b>	<b>147</b>	<b>6</b>	<b>1048</b>	<b>30</b>	<b>5</b>	<b>1089</b>	<b>2403</b>
12:00 PM	1	1	0	0	2	32	248	0	0	280	8	0	7	18	33	1	266	5	3	275	590
12:15 PM	3	0	2	1	6	21	250	1	0	272	11	0	14	19	44	0	261	6	2	269	591
12:30 PM	1	0	1	1	3	21	273	3	2	299	7	0	16	19	42	1	267	7	2	277	621
12:45 PM	1	1	0	1	3	22	264	3	0	289	4	0	6	16	26	4	285	3	0	292	610
<b>Total</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>14</b>	<b>96</b>	<b>1035</b>	<b>7</b>	<b>2</b>	<b>1140</b>	<b>30</b>	<b>0</b>	<b>43</b>	<b>72</b>	<b>145</b>	<b>6</b>	<b>1079</b>	<b>21</b>	<b>7</b>	<b>1113</b>	<b>2412</b>
01:00 PM	2	0	3	0	5	26	255	2	0	283	8	0	4	23	35	5	241	3	2	251	574
01:15 PM	2	0	0	0	2	23	267	5	0	295	1	0	1	34	36	1	266	12	0	279	612
01:30 PM	2	1	1	1	5	25	269	0	0	294	1	0	6	16	23	2	289	5	1	297	619
01:45 PM	3	0	0	0	3	23	257	3	0	283	3	0	5	17	25	0	265	3	1	269	580
<b>Total</b>	<b>9</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>15</b>	<b>97</b>	<b>1048</b>	<b>10</b>	<b>0</b>	<b>1155</b>	<b>13</b>	<b>0</b>	<b>16</b>	<b>90</b>	<b>119</b>	<b>8</b>	<b>1061</b>	<b>23</b>	<b>4</b>	<b>1096</b>	<b>2385</b>

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&BirdKey  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 2

#### Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	BIRD KEY PARK Southbound					SR 789 Westbound					BIRD KEY DRIVE Northbound					SR 789 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
02:00 PM	2	0	0	1	3	35	273	1	0	309	3	0	13	17	33	1	283	10	1	295	640
02:15 PM	1	0	0	0	1	26	267	0	0	293	5	0	4	15	24	1	317	8	0	326	644
02:30 PM	3	0	0	1	4	26	285	2	0	313	3	0	4	21	28	3	284	9	0	296	641
02:45 PM	2	0	1	1	4	17	273	2	0	292	5	0	14	26	45	0	323	9	0	332	673
<b>Total</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>12</b>	<b>104</b>	<b>1098</b>	<b>5</b>	<b>0</b>	<b>1207</b>	<b>16</b>	<b>0</b>	<b>35</b>	<b>79</b>	<b>130</b>	<b>5</b>	<b>1207</b>	<b>36</b>	<b>1</b>	<b>1249</b>	<b>2598</b>
03:00 PM	1	0	0	0	1	28	269	2	0	299	3	0	7	26	36	0	341	7	1	349	685
03:15 PM	3	0	0	1	4	29	264	4	0	297	6	0	8	21	35	3	335	6	0	344	680
03:30 PM	0	0	0	2	2	19	306	2	0	327	3	1	7	18	29	2	409	4	0	415	773
03:45 PM	3	0	0	1	4	33	365	6	0	404	2	0	4	24	30	1	341	7	0	349	787
<b>Total</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>11</b>	<b>109</b>	<b>1204</b>	<b>14</b>	<b>0</b>	<b>1327</b>	<b>14</b>	<b>1</b>	<b>26</b>	<b>89</b>	<b>130</b>	<b>6</b>	<b>1426</b>	<b>24</b>	<b>1</b>	<b>1457</b>	<b>2925</b>
04:00 PM	6	0	0	2	8	21	260	4	0	285	6	0	13	29	48	3	408	6	0	417	758
04:15 PM	4	0	2	1	7	22	244	6	1	273	5	0	13	21	39	2	360	6	0	368	687
04:30 PM	4	0	0	2	6	17	257	2	0	276	6	0	12	14	32	2	399	6	1	408	722
04:45 PM	7	0	1	2	10	20	248	7	0	275	5	0	12	25	42	4	305	5	0	314	641
<b>Total</b>	<b>21</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>31</b>	<b>80</b>	<b>1009</b>	<b>19</b>	<b>1</b>	<b>1109</b>	<b>22</b>	<b>0</b>	<b>50</b>	<b>89</b>	<b>161</b>	<b>11</b>	<b>1472</b>	<b>23</b>	<b>1</b>	<b>1507</b>	<b>2808</b>
05:00 PM	4	1	1	1	7	15	259	5	0	279	5	1	12	25	43	0	357	3	1	361	690
05:15 PM	2	0	0	0	2	14	218	2	0	234	7	0	3	17	27	2	339	3	0	344	607
05:30 PM	4	0	0	1	5	18	229	6	0	253	5	0	5	9	19	4	290	9	0	303	580
05:45 PM	3	0	1	0	4	18	233	5	0	256	7	0	4	14	25	1	264	7	3	275	560
<b>Total</b>	<b>13</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>18</b>	<b>65</b>	<b>939</b>	<b>18</b>	<b>0</b>	<b>1022</b>	<b>24</b>	<b>1</b>	<b>24</b>	<b>65</b>	<b>114</b>	<b>7</b>	<b>1250</b>	<b>22</b>	<b>4</b>	<b>1283</b>	<b>2437</b>
06:00 PM	0	0	0	2	2	22	228	7	0	257	3	0	5	14	22	2	252	4	1	259	540
06:15 PM	4	0	0	2	6	29	197	7	0	233	4	0	2	17	23	0	225	5	0	230	492
06:30 PM	11	0	1	4	16	10	231	9	2	252	6	0	3	10	19	2	206	3	3	214	501
06:45 PM	7	0	1	1	9	12	212	11	2	237	5	0	6	8	19	0	176	0	1	177	442
<b>Total</b>	<b>22</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>33</b>	<b>73</b>	<b>868</b>	<b>34</b>	<b>4</b>	<b>979</b>	<b>18</b>	<b>0</b>	<b>16</b>	<b>49</b>	<b>83</b>	<b>4</b>	<b>859</b>	<b>12</b>	<b>5</b>	<b>880</b>	<b>1975</b>
<b>Grand Total</b>	<b>137</b>	<b>11</b>	<b>30</b>	<b>60</b>	<b>238</b>	<b>1181</b>	<b>12641</b>	<b>176</b>	<b>14</b>	<b>14012</b>	<b>263</b>	<b>5</b>	<b>357</b>	<b>843</b>	<b>1468</b>	<b>79</b>	<b>12351</b>	<b>249</b>	<b>50</b>	<b>12729</b>	<b>28447</b>
<b>Apprch %</b>	<b>57.6</b>	<b>4.6</b>	<b>12.6</b>	<b>25.2</b>		<b>8.4</b>	<b>90.2</b>	<b>1.3</b>	<b>0.1</b>		<b>17.9</b>	<b>0.3</b>	<b>24.3</b>	<b>57.4</b>		<b>0.6</b>	<b>97</b>	<b>2</b>	<b>0.4</b>		
<b>Total %</b>	<b>0.5</b>	<b>0</b>	<b>0.1</b>	<b>0.2</b>	<b>0.8</b>	<b>4.2</b>	<b>44.4</b>	<b>0.6</b>	<b>0</b>	<b>49.3</b>	<b>0.9</b>	<b>0</b>	<b>1.3</b>	<b>3</b>	<b>5.2</b>	<b>0.3</b>	<b>43.4</b>	<b>0.9</b>	<b>0.2</b>	<b>44.7</b>	
<b>Passenger Vehicles</b>	<b>136</b>	<b>11</b>	<b>30</b>	<b>60</b>	<b>237</b>	<b>1072</b>	<b>12335</b>	<b>175</b>	<b>14</b>	<b>13596</b>	<b>241</b>	<b>5</b>	<b>333</b>	<b>785</b>	<b>1364</b>	<b>70</b>	<b>12014</b>	<b>238</b>	<b>45</b>	<b>12367</b>	<b>27564</b>
<b>% Passenger Vehicles</b>	<b>99.3</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>99.6</b>	<b>90.8</b>	<b>97.6</b>	<b>99.4</b>	<b>100</b>	<b>97</b>	<b>91.6</b>	<b>100</b>	<b>93.3</b>	<b>93.1</b>	<b>92.9</b>	<b>88.6</b>	<b>97.3</b>	<b>95.6</b>	<b>90</b>	<b>97.2</b>	<b>96.9</b>
<b>Heavy Vehicles</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>306</b>	<b>1</b>	<b>0</b>	<b>385</b>	<b>17</b>	<b>0</b>	<b>24</b>	<b>58</b>	<b>99</b>	<b>0</b>	<b>337</b>	<b>11</b>	<b>5</b>	<b>353</b>	<b>838</b>
<b>% Heavy Vehicles</b>	<b>0.7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>6.6</b>	<b>2.4</b>	<b>0.6</b>	<b>0</b>	<b>2.7</b>	<b>6.5</b>	<b>0</b>	<b>6.7</b>	<b>6.9</b>	<b>6.7</b>	<b>0</b>	<b>2.7</b>	<b>4.4</b>	<b>10</b>	<b>2.8</b>	<b>2.9</b>
<b>UTurns</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>45</b>
<b>% UTurns</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	<b>1.9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.3</b>	<b>11.4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>0.2</b>

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&BirdKey  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 3

Start Time	BIRD KEY PARK Southbound					SR 789 Westbound					BIRD KEY DRIVE Northbound					SR 789 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:45 AM																					
10:45 AM	2	0	0	2	4	22	276	3	0	301	7	1	8	21	37	0	267	8	0	275	617
11:00 AM	3	0	0	1	4	23	267	2	0	292	8	0	11	18	37	1	260	9	1	271	604
11:15 AM	1	0	1	1	3	22	265	3	0	290	7	0	5	23	35	1	266	7	2	276	604
11:30 AM	1	0	1	2	4	25	254	2	0	281	9	0	10	24	43	4	258	8	2	272	600
Total Volume	7	0	2	6	15	92	1062	10	0	1164	31	1	34	86	152	6	1051	32	5	1094	2425
% App. Total	46.7	0	13.3	40		7.9	91.2	0.9	0		20.4	0.7	22.4	56.6		0.5	96.1	2.9	0.5		
PHF	.583	.000	.500	.750	.938	.920	.962	.833	.000	.967	.861	.250	.773	.896	.884	.375	.984	.889	.625	.991	.983

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:45 AM					07:45 AM					10:45 AM					10:45 AM				
+0 mins.	4	1	1	3	9	49	344	2	2	397	7	1	8	21	37	0	267	8	0	275
+15 mins.	5	1	1	1	8	47	316	4	0	367	8	0	11	18	37	1	260	9	1	271
+30 mins.	7	0	2	2	11	36	314	6	0	356	7	0	5	23	35	1	266	7	2	276
+45 mins.	2	1	0	4	7	43	311	7	0	361	9	0	10	24	43	4	258	8	2	272
Total Volume	18	3	4	10	35	175	1285	19	2	1481	31	1	34	86	152	6	1051	32	5	1094
% App. Total	51.4	8.6	11.4	28.6		11.8	86.8	1.3	0.1		20.4	0.7	22.4	56.6		0.5	96.1	2.9	0.5	
PHF	.643	.750	.500	.625	.795	.893	.934	.679	.250	.933	.861	.250	.773	.896	.884	.375	.984	.889	.625	.991

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	0	0	0	2	2	19	306	2	0	327	3	1	7	18	29	2	409	4	0	415	773
03:45 PM	3	0	0	1	4	33	365	6	0	404	2	0	4	24	30	1	341	7	0	349	787
04:00 PM	6	0	0	2	8	21	260	4	0	285	6	0	13	29	48	3	408	6	0	417	758
04:15 PM	4	0	2	1	7	22	244	6	1	273	5	0	13	21	39	2	360	6	0	368	687
Total Volume	13	0	2	6	21	95	1175	18	1	1289	16	1	37	92	146	8	1518	23	0	1549	3005
% App. Total	61.9	0	9.5	28.6		7.4	91.2	1.4	0.1		11	0.7	25.3	63		0.5	98	1.5	0		
PHF	.542	.000	.250	.750	.656	.720	.805	.750	.250	.798	.667	.250	.712	.793	.760	.667	.928	.821	.000	.929	.955

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	06:00 PM					03:00 PM					04:00 PM					03:30 PM				
+0 mins.	0	0	0	2	2	28	269	2	0	299	6	0	13	29	48	2	409	4	0	415
+15 mins.	4	0	0	2	6	29	264	4	0	297	5	0	13	21	39	1	341	7	0	349
+30 mins.	11	0	1	4	16	19	306	2	0	327	6	0	12	14	32	3	408	6	0	417
+45 mins.	7	0	1	1	9	33	365	6	0	404	5	0	12	25	42	2	360	6	0	368
Total Volume	22	0	2	9	33	109	1204	14	0	1327	22	0	50	89	161	8	1518	23	0	1549
% App. Total	66.7	0	6.1	27.3		8.2	90.7	1.1	0		13.7	0	31.1	55.3		0.5	98	1.5	0	
PHF	.500	.000	.500	.563	.516	.826	.825	.583	.000	.821	.917	.000	.962	.767	.839	.667	.928	.821	.000	.929

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&BirdKey  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 1

#### Groups Printed- Passenger Vehicles

Start Time	BIRD KEY PARK Southbound					SR 789 Westbound					BIRD KEY DRIVE Northbound					SR 789 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	7	146	4	0	157	0	0	2	11	13	1	88	0	0	89	259
07:15 AM	2	2	0	1	5	11	222	6	0	239	5	0	2	6	13	1	95	0	0	96	353
07:30 AM	2	0	1	2	5	18	276	2	0	296	2	0	2	11	15	0	112	1	0	113	429
07:45 AM	2	1	0	0	3	45	333	2	2	382	9	1	3	7	20	2	127	5	0	134	539
<b>Total</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>81</b>	<b>977</b>	<b>14</b>	<b>2</b>	<b>1074</b>	<b>16</b>	<b>1</b>	<b>9</b>	<b>35</b>	<b>61</b>	<b>4</b>	<b>422</b>	<b>6</b>	<b>0</b>	<b>432</b>	<b>1580</b>
08:00 AM	3	0	0	1	4	37	307	4	0	348	5	0	6	18	29	1	128	2	3	134	515
08:15 AM	1	0	0	0	1	32	305	5	0	342	4	0	6	17	27	0	152	3	1	156	526
08:30 AM	2	0	0	3	5	38	301	7	0	346	4	1	8	18	31	3	190	6	1	200	582
08:45 AM	4	1	1	3	9	28	334	6	1	369	8	0	6	12	26	3	169	2	2	176	580
<b>Total</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>19</b>	<b>135</b>	<b>1247</b>	<b>22</b>	<b>1</b>	<b>1405</b>	<b>21</b>	<b>1</b>	<b>26</b>	<b>65</b>	<b>113</b>	<b>7</b>	<b>639</b>	<b>13</b>	<b>7</b>	<b>666</b>	<b>2203</b>
09:00 AM	5	1	1	1	8	24	258	1	1	284	3	0	9	13	25	3	180	2	0	185	502
09:15 AM	7	0	2	2	11	26	262	6	0	294	6	0	8	11	25	4	193	4	2	203	533
09:30 AM	2	1	0	4	7	23	234	4	2	263	6	0	6	16	28	1	227	1	2	231	529
09:45 AM	5	0	2	1	8	20	265	2	0	287	7	0	13	25	45	2	247	7	1	257	597
<b>Total</b>	<b>19</b>	<b>2</b>	<b>5</b>	<b>8</b>	<b>34</b>	<b>93</b>	<b>1019</b>	<b>13</b>	<b>3</b>	<b>1128</b>	<b>22</b>	<b>0</b>	<b>36</b>	<b>65</b>	<b>123</b>	<b>10</b>	<b>847</b>	<b>14</b>	<b>5</b>	<b>876</b>	<b>2161</b>
10:00 AM	1	0	4	2	7	25	253	2	1	281	11	0	12	6	29	2	223	5	1	231	548
10:15 AM	4	0	1	1	6	25	244	2	0	271	7	0	11	12	30	0	221	4	5	230	537
10:30 AM	2	0	0	1	3	19	260	2	0	281	5	0	7	11	23	2	258	5	0	265	572
10:45 AM	2	0	0	2	4	21	260	3	0	284	6	1	8	19	34	0	260	7	0	267	589
<b>Total</b>	<b>9</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>20</b>	<b>90</b>	<b>1017</b>	<b>9</b>	<b>1</b>	<b>1117</b>	<b>29</b>	<b>1</b>	<b>38</b>	<b>48</b>	<b>116</b>	<b>4</b>	<b>962</b>	<b>21</b>	<b>6</b>	<b>993</b>	<b>2246</b>
11:00 AM	3	0	0	1	4	21	258	2	0	281	7	0	9	16	32	1	251	9	1	262	579
11:15 AM	1	0	1	1	3	21	258	3	0	282	7	0	5	22	34	1	255	7	2	265	584
11:30 AM	1	0	1	2	4	21	242	2	0	265	8	0	7	23	38	4	249	8	2	263	570
11:45 AM	1	1	1	3	6	34	239	3	0	276	6	0	6	16	28	0	256	6	0	262	572
<b>Total</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>7</b>	<b>17</b>	<b>97</b>	<b>997</b>	<b>10</b>	<b>0</b>	<b>1104</b>	<b>28</b>	<b>0</b>	<b>27</b>	<b>77</b>	<b>132</b>	<b>6</b>	<b>1011</b>	<b>30</b>	<b>5</b>	<b>1052</b>	<b>2305</b>
12:00 PM	1	1	0	0	2	30	240	0	0	270	6	0	6	17	29	1	253	5	2	261	562
12:15 PM	3	0	2	1	6	20	246	1	0	267	11	0	13	18	42	0	253	6	2	261	576
12:30 PM	1	0	1	1	3	20	261	3	2	286	6	0	15	19	40	1	257	6	2	266	595
12:45 PM	1	1	0	1	3	21	262	3	0	286	4	0	5	15	24	3	271	3	0	277	590
<b>Total</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>14</b>	<b>91</b>	<b>1009</b>	<b>7</b>	<b>2</b>	<b>1109</b>	<b>27</b>	<b>0</b>	<b>39</b>	<b>69</b>	<b>135</b>	<b>5</b>	<b>1034</b>	<b>20</b>	<b>6</b>	<b>1065</b>	<b>2323</b>
01:00 PM	2	0	3	0	5	23	248	2	0	273	7	0	4	23	34	5	234	2	2	243	555
01:15 PM	2	0	0	0	2	20	262	5	0	287	1	0	1	30	32	0	258	11	0	269	590
01:30 PM	2	1	1	1	5	22	261	0	0	283	1	0	6	13	20	2	279	5	1	287	595
01:45 PM	3	0	0	0	3	22	253	3	0	278	2	0	4	16	22	0	262	3	1	266	569
<b>Total</b>	<b>9</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>15</b>	<b>87</b>	<b>1024</b>	<b>10</b>	<b>0</b>	<b>1121</b>	<b>11</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>108</b>	<b>7</b>	<b>1033</b>	<b>21</b>	<b>4</b>	<b>1065</b>	<b>2309</b>

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&BirdKey  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 2

#### Groups Printed- Passenger Vehicles

Start Time	BIRD KEY PARK Southbound					SR 789 Westbound					BIRD KEY DRIVE Northbound					SR 789 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
02:00 PM	2	0	0	1	3	29	264	1	0	294	3	0	12	17	32	1	272	10	1	284	613
02:15 PM	1	0	0	0	1	26	259	0	0	285	5	0	3	15	23	1	304	6	0	311	620
02:30 PM	3	0	0	1	4	23	281	2	0	306	3	0	4	20	27	3	274	9	0	286	623
02:45 PM	2	0	1	1	4	15	265	2	0	282	5	0	13	24	42	0	315	9	0	324	652
<b>Total</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>12</b>	<b>93</b>	<b>1069</b>	<b>5</b>	<b>0</b>	<b>1167</b>	<b>16</b>	<b>0</b>	<b>32</b>	<b>76</b>	<b>124</b>	<b>5</b>	<b>1165</b>	<b>34</b>	<b>1</b>	<b>1205</b>	<b>2508</b>
03:00 PM	1	0	0	0	1	27	262	2	0	291	2	0	6	21	29	0	327	7	1	335	656
03:15 PM	3	0	0	1	4	25	261	4	0	290	6	0	8	18	32	2	323	6	0	331	657
03:30 PM	0	0	0	2	2	17	302	2	0	321	3	1	7	17	28	1	393	4	0	398	749
03:45 PM	3	0	0	1	4	29	362	6	0	397	1	0	2	23	26	1	331	7	0	339	766
<b>Total</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>11</b>	<b>98</b>	<b>1187</b>	<b>14</b>	<b>0</b>	<b>1299</b>	<b>12</b>	<b>1</b>	<b>23</b>	<b>79</b>	<b>115</b>	<b>4</b>	<b>1374</b>	<b>24</b>	<b>1</b>	<b>1403</b>	<b>2828</b>
04:00 PM	6	0	0	2	8	19	255	4	0	278	6	0	13	25	44	3	400	5	0	408	738
04:15 PM	4	0	2	1	7	19	239	6	1	265	5	0	13	20	38	2	357	6	0	365	675
04:30 PM	4	0	0	2	6	17	255	2	0	274	4	0	12	12	28	2	385	6	1	394	702
04:45 PM	7	0	1	2	10	19	245	7	0	271	4	0	11	24	39	4	300	5	0	309	629
<b>Total</b>	<b>21</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>31</b>	<b>74</b>	<b>994</b>	<b>19</b>	<b>1</b>	<b>1088</b>	<b>19</b>	<b>0</b>	<b>49</b>	<b>81</b>	<b>149</b>	<b>11</b>	<b>1442</b>	<b>22</b>	<b>1</b>	<b>1476</b>	<b>2744</b>
05:00 PM	4	1	1	1	7	14	254	5	0	273	5	1	11	24	41	0	354	3	1	358	679
05:15 PM	2	0	0	0	2	14	218	2	0	234	6	0	3	16	25	1	335	3	0	339	600
05:30 PM	4	0	0	1	5	17	227	6	0	250	5	0	5	9	19	3	285	9	0	297	571
05:45 PM	3	0	1	0	4	18	231	5	0	254	7	0	4	14	25	0	263	6	3	272	555
<b>Total</b>	<b>13</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>18</b>	<b>63</b>	<b>930</b>	<b>18</b>	<b>0</b>	<b>1011</b>	<b>23</b>	<b>1</b>	<b>23</b>	<b>63</b>	<b>110</b>	<b>4</b>	<b>1237</b>	<b>21</b>	<b>4</b>	<b>1266</b>	<b>2405</b>
06:00 PM	0	0	0	2	2	22	225	7	0	254	3	0	5	14	22	1	251	4	1	257	535
06:15 PM	4	0	0	2	6	27	197	7	0	231	4	0	2	15	21	0	222	5	0	227	485
06:30 PM	11	0	1	4	16	9	231	9	2	251	6	0	3	9	18	2	201	3	3	209	494
06:45 PM	7	0	1	1	9	12	212	11	2	237	4	0	6	7	17	0	174	0	1	175	438
<b>Total</b>	<b>22</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>33</b>	<b>70</b>	<b>865</b>	<b>34</b>	<b>4</b>	<b>973</b>	<b>17</b>	<b>0</b>	<b>16</b>	<b>45</b>	<b>78</b>	<b>3</b>	<b>848</b>	<b>12</b>	<b>5</b>	<b>868</b>	<b>1952</b>
<b>Grand Total</b>	<b>136</b>	<b>11</b>	<b>30</b>	<b>60</b>	<b>237</b>	<b>1072</b>	<b>12335</b>	<b>175</b>	<b>14</b>	<b>13596</b>	<b>241</b>	<b>5</b>	<b>333</b>	<b>785</b>	<b>1364</b>	<b>70</b>	<b>12014</b>	<b>238</b>	<b>45</b>	<b>12367</b>	<b>27564</b>
Apprch %	57.4	4.6	12.7	25.3		7.9	90.7	1.3	0.1		17.7	0.4	24.4	57.6		0.6	97.1	1.9	0.4		
Total %	0.5	0	0.1	0.2	0.9	3.9	44.8	0.6	0.1	49.3	0.9	0	1.2	2.8	4.9	0.3	43.6	0.9	0.2	44.9	

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&BirdKey  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 3

Start Time	BIRD KEY PARK Southbound					SR 789 Westbound					BIRD KEY DRIVE Northbound					SR 789 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:30 AM																					
10:30 AM	2	0	0	1	3	19	<b>260</b>	2	0	281	5	0	7	11	23	2	258	5	0	265	572
10:45 AM	2	0	0	2	4	21	260	3	0	284	6	1	8	19	34	0	260	7	0	267	589
11:00 AM	3	0	0	1	4	21	258	2	0	281	7	0	9	16	32	1	251	9	1	262	579
11:15 AM	1	0	1	1	3	21	258	3	0	282	7	0	5	22	34	1	255	7	2	265	584
Total Volume	8	0	1	5	14	82	1036	10	0	1128	25	1	29	68	123	4	1024	28	3	1059	2324
% App. Total	57.1	0	7.1	35.7		7.3	91.8	0.9	0		20.3	0.8	23.6	55.3		0.4	96.7	2.6	0.3		
PHF	.667	.000	.250	.625	.875	.976	.996	.833	.000	.993	.893	.250	.806	.773	.904	.500	.985	.778	.375	.992	.986

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:45 AM					07:45 AM					10:45 AM					10:30 AM				
+0 mins.	4	1	1	3	9	45	333	2	2	382	6	1	8	19	34	2	258	5	0	265
+15 mins.	5	1	1	1	8	37	307	4	0	348	7	0	9	16	32	0	260	7	0	267
+30 mins.	7	0	2	2	11	32	305	5	0	342	7	0	5	22	34	1	251	9	1	262
+45 mins.	2	1	0	4	7	38	301	7	0	346	8	0	7	23	38	1	255	7	2	265
Total Volume	18	3	4	10	35	152	1246	18	2	1418	28	1	29	80	138	4	1024	28	3	1059
% App. Total	51.4	8.6	11.4	28.6		10.7	87.9	1.3	0.1		20.3	0.7	21	58		0.4	96.7	2.6	0.3	
PHF	.643	.750	.500	.625	.795	.844	.935	.643	.250	.928	.875	.250	.806	.870	.908	.500	.985	.778	.375	.992

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	0	0	0	2	2	17	302	2	0	321	3	1	7	17	28	1	393	4	0	398	749
03:45 PM	3	0	0	1	4	29	362	6	0	397	1	0	2	23	26	1	331	7	0	339	766
04:00 PM	6	0	0	2	8	19	255	4	0	278	6	0	13	25	44	3	400	5	0	408	738
04:15 PM	4	0	2	1	7	19	239	6	1	265	5	0	13	20	38	2	357	6	0	365	675
Total Volume	13	0	2	6	21	84	1158	18	1	1261	15	1	35	85	136	7	1481	22	0	1510	2928
% App. Total	61.9	0	9.5	28.6		6.7	91.8	1.4	0.1		11	0.7	25.7	62.5		0.5	98.1	1.5	0		
PHF	.542	.000	.250	.750	.656	.724	.800	.750	.250	.794	.625	.250	.673	.850	.773	.583	.926	.786	.000	.925	.956

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	06:00 PM					03:00 PM					04:00 PM					03:30 PM				
+0 mins.	0	0	0	2	2	27	262	2	0	291	6	0	13	25	44	1	393	4	0	398
+15 mins.	4	0	0	2	6	25	261	4	0	290	5	0	13	20	38	1	331	7	0	339
+30 mins.	11	0	1	4	16	17	302	2	0	321	4	0	12	12	28	3	400	5	0	408
+45 mins.	7	0	1	1	9	29	362	6	0	397	4	0	11	24	39	2	357	6	0	365
Total Volume	22	0	2	9	33	98	1187	14	0	1299	19	0	49	81	149	7	1481	22	0	1510
% App. Total	66.7	0	6.1	27.3		7.5	91.4	1.1	0		12.8	0	32.9	54.4		0.5	98.1	1.5	0	
PHF	.500	.000	.500	.563	.516	.845	.820	.583	.000	.818	.792	.000	.942	.810	.847	.583	.926	.786	.000	.925

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&BirdKey  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 1

#### Groups Printed- Heavy Vehicles

Start Time	BIRD KEY PARK Southbound					SR 789 Westbound					BIRD KEY DRIVE Northbound					SR 789 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8
07:15 AM	0	0	0	0	0	2	7	0	0	9	0	0	0	0	0	0	1	0	0	1	10
07:30 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	2	1	0	3	12
07:45 AM	0	0	0	0	0	2	11	0	0	13	0	0	0	0	0	0	2	0	0	2	15
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>45</b>
08:00 AM	0	0	0	0	0	8	9	0	0	17	0	0	0	2	2	0	5	0	0	5	24
08:15 AM	1	0	0	0	1	3	9	1	0	13	0	0	0	2	2	0	7	0	0	7	23
08:30 AM	0	0	0	0	0	5	10	0	0	15	0	0	0	0	0	0	5	1	0	6	21
08:45 AM	0	0	0	0	0	2	6	0	0	8	0	0	0	0	0	0	5	0	0	5	13
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>34</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>81</b>
09:00 AM	0	0	0	0	0	2	12	0	0	14	0	0	1	0	1	0	7	0	1	8	23
09:15 AM	0	0	0	0	0	1	8	0	0	9	1	0	0	0	1	0	2	0	0	2	12
09:30 AM	0	0	0	0	0	6	11	0	0	17	2	0	1	1	4	0	5	0	2	7	28
09:45 AM	0	0	0	0	0	3	7	0	0	10	1	0	2	1	4	0	4	1	0	5	19
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>18</b>	<b>1</b>	<b>3</b>	<b>22</b>	<b>82</b>
10:00 AM	0	0	0	0	0	3	10	0	0	13	0	0	1	2	3	0	11	0	1	12	28
10:15 AM	0	0	0	0	0	2	9	0	0	11	0	0	1	0	1	0	8	0	0	8	20
10:30 AM	0	0	0	0	0	2	8	0	0	10	3	0	0	2	5	0	5	0	0	5	20
10:45 AM	0	0	0	0	0	0	16	0	0	16	0	0	0	2	2	0	7	1	0	8	26
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>31</b>	<b>1</b>	<b>1</b>	<b>33</b>	<b>94</b>
11:00 AM	0	0	0	0	0	1	9	0	0	10	1	0	2	2	5	0	9	0	0	9	24
11:15 AM	0	0	0	0	0	1	7	0	0	8	0	0	0	1	1	0	11	0	0	11	20
11:30 AM	0	0	0	0	0	4	12	0	0	16	1	0	3	1	5	0	9	0	0	9	30
11:45 AM	0	0	0	0	0	3	8	0	0	11	0	0	0	4	4	0	8	0	0	8	23
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>97</b>
12:00 PM	0	0	0	0	0	1	8	0	0	9	1	0	1	1	3	0	13	0	1	14	26
12:15 PM	0	0	0	0	0	1	4	0	0	5	0	0	1	1	2	0	8	0	0	8	15
12:30 PM	0	0	0	0	0	1	12	0	0	13	1	0	1	0	2	0	10	1	0	11	26
12:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	1	2	0	14	0	0	14	18
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>45</b>	<b>1</b>	<b>1</b>	<b>47</b>	<b>85</b>
01:00 PM	0	0	0	0	0	2	7	0	0	9	1	0	0	0	1	0	7	1	0	8	18
01:15 PM	0	0	0	0	0	2	5	0	0	7	0	0	0	4	4	0	8	1	0	9	20
01:30 PM	0	0	0	0	0	3	8	0	0	11	0	0	0	3	3	0	10	0	0	10	24
01:45 PM	0	0	0	0	0	1	4	0	0	5	0	0	1	1	2	0	3	0	0	3	10
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>28</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>72</b>

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&BirdKey  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 2

#### Groups Printed- Heavy Vehicles

Start Time	BIRD KEY PARK Southbound					SR 789 Westbound					BIRD KEY DRIVE Northbound					SR 789 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
02:00 PM	0	0	0	0	0	2	9	0	0	11	0	0	1	0	1	0	11	0	0	11	23
02:15 PM	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	13	2	0	15	24
02:30 PM	0	0	0	0	0	2	4	0	0	6	0	0	0	1	1	0	10	0	0	10	17
02:45 PM	0	0	0	0	0	1	8	0	0	9	0	0	1	2	3	0	8	0	0	8	20
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>42</b>	<b>2</b>	<b>0</b>	<b>44</b>	<b>84</b>
03:00 PM	0	0	0	0	0	1	7	0	0	8	1	0	1	5	7	0	14	0	0	14	29
03:15 PM	0	0	0	0	0	2	3	0	0	5	0	0	0	3	3	0	12	0	0	12	20
03:30 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	1	1	0	16	0	0	16	22
03:45 PM	0	0	0	0	0	2	3	0	0	5	1	0	2	1	4	0	10	0	0	10	19
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>10</b>	<b>15</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>90</b>
04:00 PM	0	0	0	0	0	1	5	0	0	6	0	0	0	4	4	0	8	1	0	9	19
04:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	1	1	0	3	0	0	3	9
04:30 PM	0	0	0	0	0	0	2	0	0	2	2	0	0	2	4	0	14	0	0	14	20
04:45 PM	0	0	0	0	0	1	3	0	0	4	1	0	1	1	3	0	5	0	0	5	12
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>30</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>60</b>
05:00 PM	0	0	0	0	0	1	5	0	0	6	0	0	1	1	2	0	3	0	0	3	11
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	4	0	0	4	5
05:30 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	5	0	0	5	8
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	4
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>28</b>
06:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
06:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	2	2	0	3	0	0	3	6
06:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1	0	5	0	0	5	7
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	2	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>20</b>
<b>Grand Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>306</b>	<b>1</b>	<b>0</b>	<b>385</b>	<b>17</b>	<b>0</b>	<b>24</b>	<b>58</b>	<b>99</b>	<b>0</b>	<b>337</b>	<b>11</b>	<b>5</b>	<b>353</b>	<b>838</b>
<b>Apprch %</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>20.3</b>	<b>79.5</b>	<b>0.3</b>	<b>0</b>		<b>17.2</b>	<b>0</b>	<b>24.2</b>	<b>58.6</b>		<b>0</b>	<b>95.5</b>	<b>3.1</b>	<b>1.4</b>		
<b>Total %</b>	<b>0.1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>9.3</b>	<b>36.5</b>	<b>0.1</b>	<b>0</b>	<b>45.9</b>	<b>2</b>	<b>0</b>	<b>2.9</b>	<b>6.9</b>	<b>11.8</b>	<b>0</b>	<b>40.2</b>	<b>1.3</b>	<b>0.6</b>	<b>42.1</b>	



### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&BirdKey  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 3

Start Time	BIRD KEY PARK Southbound					SR 789 Westbound					BIRD KEY DRIVE Northbound					SR 789 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:45 AM																					
10:45 AM	0	0	0	0	0	0	16	0	0	16	0	0	0	2	2	0	7	1	0	8	26
11:00 AM	0	0	0	0	0	1	9	0	0	10	1	0	2	2	5	0	9	0	0	9	24
11:15 AM	0	0	0	0	0	1	7	0	0	8	0	0	0	1	1	0	11	0	0	11	20
11:30 AM	0	0	0	0	0	4	12	0	0	16	1	0	3	1	5	0	9	0	0	9	30
Total Volume	0	0	0	0	0	6	44	0	0	50	2	0	5	6	13	0	36	1	0	37	100
% App. Total	0	0	0	0	0	12	88	0	0		15.4	0	38.5	46.2		0	97.3	2.7	0		
PHF	.000	.000	.000	.000	.000	.375	.688	.000	.000	.781	.500	.000	.417	.750	.650	.000	.818	.250	.000	.841	.833

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM					07:45 AM					11:00 AM					10:45 AM				
+0 mins.	0	0	0	0	0	2	11	0	0	13	1	0	2	2	5	0	7	1	0	8
+15 mins.	0	0	0	0	0	8	9	0	0	17	0	0	0	1	1	0	9	0	0	9
+30 mins.	0	0	0	0	0	3	9	1	0	13	1	0	3	1	5	0	11	0	0	11
+45 mins.	1	0	0	0	1	5	10	0	0	15	0	0	0	4	4	0	9	0	0	9
Total Volume	1	0	0	0	1	18	39	1	0	58	2	0	5	8	15	0	36	1	0	37
% App. Total	100	0	0	0		31	67.2	1.7	0		13.3	0	33.3	53.3		0	97.3	2.7	0	
PHF	.250	.000	.000	.000	.250	.563	.886	.250	.000	.853	.500	.000	.417	.500	.750	.000	.818	.250	.000	.841

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 02:45 PM

02:45 PM	0	0	0	0	0	1	8	0	0	9	0	0	1	2	3	0	8	0	0	8	20
03:00 PM	0	0	0	0	0	1	7	0	0	8	1	0	1	5	7	0	14	0	0	14	29
03:15 PM	0	0	0	0	0	2	3	0	0	5	0	0	0	3	3	0	12	0	0	12	20
03:30 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	1	1	0	16	0	0	16	22
Total Volume	0	0	0	0	0	5	22	0	0	27	1	0	2	11	14	0	50	0	0	50	91
% App. Total	0	0	0	0	0	18.5	81.5	0	0		7.1	0	14.3	78.6		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.625	.688	.000	.000	.750	.250	.000	.500	.550	.500	.000	.781	.000	.000	.781	.784

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	12:00 PM					01:30 PM					03:00 PM					03:00 PM				
+0 mins.	0	0	0	0	0	3	8	0	0	11	1	0	1	5	7	0	14	0	0	14
+15 mins.	0	0	0	0	0	1	4	0	0	5	0	0	0	3	3	0	12	0	0	12
+30 mins.	0	0	0	0	0	2	9	0	0	11	0	0	0	1	1	0	16	0	0	16
+45 mins.	0	0	0	0	0	0	8	0	0	8	1	0	2	1	4	0	10	0	0	10
Total Volume	0	0	0	0	0	6	29	0	0	35	2	0	3	10	15	0	52	0	0	52
% App. Total	0	0	0	0	0	17.1	82.9	0	0		13.3	0	20	66.7		0	100	0	0	
PHF	.000	.000	.000	.000	.000	.500	.806	.000	.000	.795	.500	.000	.375	.500	.536	.000	.813	.000	.000	.813

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&BirdKey  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 1

#### Groups Printed- UTurns

Start Time	BIRD KEY PARK Southbound					SR 789 Westbound					BIRD KEY DRIVE Northbound					SR 789 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
08:00 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
09:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
*** BREAK ***																					
10:45 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
11:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
*** BREAK ***																					
12:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
Total	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	1	0	0	0	1	4
01:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
*** BREAK ***																					
01:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	1	0	0	0	1	4
02:00 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
*** BREAK ***																					
02:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&BirdKey  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 2

Groups Printed- UTurns

Start Time	BIRD KEY PARK Southbound					SR 789 Westbound					BIRD KEY DRIVE Northbound					SR 789 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
*** BREAK ***																					
03:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
03:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
03:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	2	0	0	0	2	7
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
Total	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
*** BREAK ***																					
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	4
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
06:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
06:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	3
Grand Total	0	0	0	0	0	31	0	0	0	31	5	0	0	0	5	9	0	0	0	9	45
Apprch %	0	0	0	0	0	100	0	0	0	100	100	0	0	0	100	100	0	0	0	100	
Total %	0	0	0	0	0	68.9	0	0	0	68.9	11.1	0	0	0	11.1	20	0	0	0	20	

Start Time	BIRD KEY PARK Southbound					SR 789 Westbound					BIRD KEY DRIVE Northbound					SR 789 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6
% App. Total	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&BirdKey  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 3

Start Time	BIRD KEY PARK Southbound					SR 789 Westbound					BIRD KEY DRIVE Northbound					SR 789 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:30 AM					10:00 AM					09:00 AM				
+0 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1
Total Volume	0	0	0	0	0	6	0	0	0	6	1	0	0	0	1	1	0	0	0	1
% App. Total	0	0	0	0	0	100	0	0	0	100	100	0	0	0	100	100	0	0	0	100
PHF	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:15 PM

03:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
03:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
03:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	2	0	0	0	2	8
% App. Total	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	100	0	0	0	100	
PHF	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.667

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM					03:30 PM					12:00 PM					05:15 PM				
+0 mins.	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1
+15 mins.	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1
+30 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
+45 mins.	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1
Total Volume	0	0	0	0	0	7	0	0	0	7	1	0	0	0	1	4	0	0	0	4
% App. Total	0	0	0	0	0	100	0	0	0	100	100	0	0	0	100	100	0	0	0	100
PHF	.000	.000	.000	.000	.000	.583	.000	.000	.000	.583	.250	.000	.000	.000	.250	1.000	.000	.000	.000	1.000

# Intersection Pedestrian & Bicycle Count

Date: 5/4/2021

Day: Tuesday

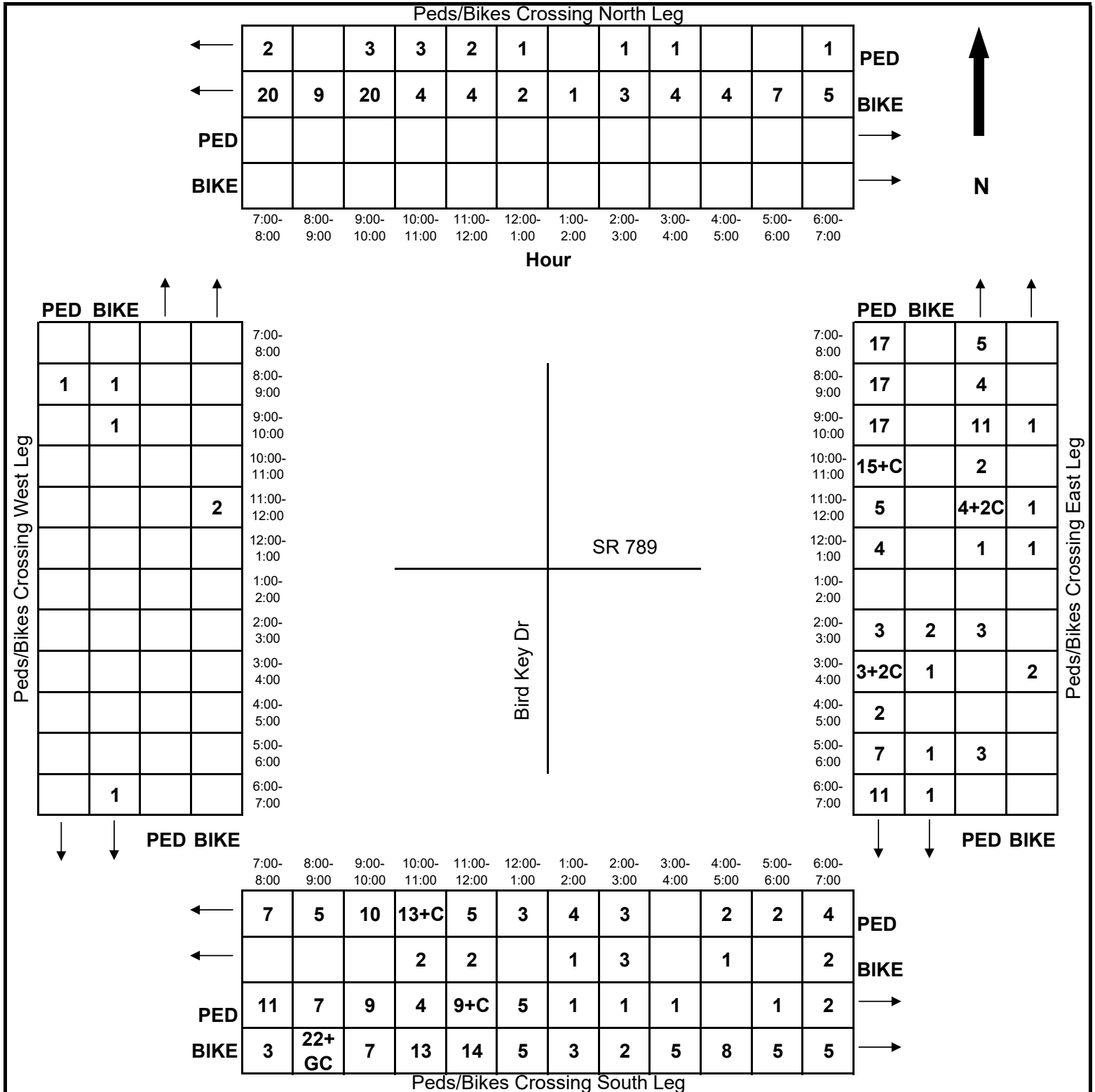
Count Times: 7am - 7pm

Weather: Clear

Intersection: SR 789 at Bird Key Drive

Comments: GC - Golf Cart

**C - Children under 12; S - Seniors 65 or over; D - Physical Disability**



### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&BirdKeySat  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	BIRD KEY PARK Southbound					SR 789 Westbound					BIRD KEY DRIVE Northbound					SR 789 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	6	1	1	1	9	5	106	5	0	116	2	0	1	2	5	3	80	2	0	85	215
07:15 AM	1	0	0	3	4	6	150	10	0	166	5	0	5	3	13	0	67	3	0	70	253
07:30 AM	8	0	0	1	9	10	206	7	0	223	0	0	0	7	7	1	65	0	0	66	305
07:45 AM	4	0	2	2	8	15	242	6	0	263	3	0	0	9	12	0	101	1	0	102	385
<b>Total</b>	<b>19</b>	<b>1</b>	<b>3</b>	<b>7</b>	<b>30</b>	<b>36</b>	<b>704</b>	<b>28</b>	<b>0</b>	<b>768</b>	<b>10</b>	<b>0</b>	<b>6</b>	<b>21</b>	<b>37</b>	<b>4</b>	<b>313</b>	<b>6</b>	<b>0</b>	<b>323</b>	<b>1158</b>
08:00 AM	1	1	0	2	4	17	217	11	0	245	4	0	2	9	15	0	129	1	0	130	394
08:15 AM	2	1	1	1	5	5	258	11	0	274	8	0	6	13	27	2	133	2	0	137	443
08:30 AM	6	1	1	0	8	13	291	4	0	308	3	1	4	9	17	3	150	0	2	155	488
08:45 AM	8	0	0	1	9	26	274	7	0	307	3	1	4	6	14	1	165	0	0	166	496
<b>Total</b>	<b>17</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>26</b>	<b>61</b>	<b>1040</b>	<b>33</b>	<b>0</b>	<b>1134</b>	<b>18</b>	<b>2</b>	<b>16</b>	<b>37</b>	<b>73</b>	<b>6</b>	<b>577</b>	<b>3</b>	<b>2</b>	<b>588</b>	<b>1821</b>
09:00 AM	7	0	0	1	8	16	351	7	0	374	2	0	1	9	12	2	164	1	1	168	562
09:15 AM	8	2	0	1	11	8	297	4	1	310	5	0	5	6	16	4	178	5	1	188	525
09:30 AM	7	0	0	1	8	7	365	5	0	377	5	0	9	8	22	2	207	6	1	216	623
09:45 AM	6	0	1	1	8	19	387	1	0	407	4	2	6	11	23	2	223	4	0	229	667
<b>Total</b>	<b>28</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>35</b>	<b>50</b>	<b>1400</b>	<b>17</b>	<b>1</b>	<b>1468</b>	<b>16</b>	<b>2</b>	<b>21</b>	<b>34</b>	<b>73</b>	<b>10</b>	<b>772</b>	<b>16</b>	<b>3</b>	<b>801</b>	<b>2377</b>
10:00 AM	7	0	1	0	8	20	457	9	0	486	6	0	5	8	19	0	257	4	1	262	775
10:15 AM	4	0	0	0	4	20	373	10	0	403	3	0	3	10	16	0	248	4	1	253	676
10:30 AM	6	0	2	0	8	20	442	9	0	471	7	0	13	19	39	1	282	5	0	288	806
10:45 AM	7	0	2	3	12	21	433	3	0	457	6	1	7	12	26	2	265	4	1	272	767
<b>Total</b>	<b>24</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>32</b>	<b>81</b>	<b>1705</b>	<b>31</b>	<b>0</b>	<b>1817</b>	<b>22</b>	<b>1</b>	<b>28</b>	<b>49</b>	<b>100</b>	<b>3</b>	<b>1052</b>	<b>17</b>	<b>3</b>	<b>1075</b>	<b>3024</b>
11:00 AM	7	2	0	1	10	10	468	14	0	492	2	0	2	17	21	2	284	10	0	296	819
11:15 AM	5	0	5	2	12	13	416	10	0	439	3	0	6	10	19	3	272	5	1	281	751
11:30 AM	1	0	3	0	4	17	472	6	0	495	12	0	7	16	35	1	265	11	1	278	812
11:45 AM	4	0	0	3	7	26	428	5	0	459	10	0	6	12	28	1	281	3	2	287	781
<b>Total</b>	<b>17</b>	<b>2</b>	<b>8</b>	<b>6</b>	<b>33</b>	<b>66</b>	<b>1784</b>	<b>35</b>	<b>0</b>	<b>1885</b>	<b>27</b>	<b>0</b>	<b>21</b>	<b>55</b>	<b>103</b>	<b>7</b>	<b>1102</b>	<b>29</b>	<b>4</b>	<b>1142</b>	<b>3163</b>
12:00 PM	7	0	3	2	12	21	414	9	0	444	2	0	6	17	25	1	285	4	1	291	772
12:15 PM	5	0	1	0	6	17	451	3	0	471	3	0	6	18	27	2	330	2	0	334	838
12:30 PM	5	0	2	0	7	25	425	7	0	457	6	0	7	9	22	1	284	4	1	290	776
12:45 PM	9	0	1	2	12	29	414	12	0	455	6	0	6	15	27	2	294	5	2	303	797
<b>Total</b>	<b>26</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>37</b>	<b>92</b>	<b>1704</b>	<b>31</b>	<b>0</b>	<b>1827</b>	<b>17</b>	<b>0</b>	<b>25</b>	<b>59</b>	<b>101</b>	<b>6</b>	<b>1193</b>	<b>15</b>	<b>4</b>	<b>1218</b>	<b>3183</b>
01:00 PM	5	0	5	1	11	28	408	8	0	444	2	0	4	18	24	3	323	0	1	327	806
01:15 PM	15	1	1	1	18	26	406	12	0	444	6	1	8	8	23	7	282	5	0	294	779
01:30 PM	6	0	6	0	12	26	465	11	1	503	6	0	3	17	26	1	331	7	1	340	881
01:45 PM	7	1	2	2	12	14	380	10	0	404	1	0	4	11	16	4	368	5	0	377	809
<b>Total</b>	<b>33</b>	<b>2</b>	<b>14</b>	<b>4</b>	<b>53</b>	<b>94</b>	<b>1659</b>	<b>41</b>	<b>1</b>	<b>1795</b>	<b>15</b>	<b>1</b>	<b>19</b>	<b>54</b>	<b>89</b>	<b>15</b>	<b>1304</b>	<b>17</b>	<b>2</b>	<b>1338</b>	<b>3275</b>

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&BirdKeySat  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 2

#### Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	BIRD KEY PARK Southbound					SR 789 Westbound					BIRD KEY DRIVE Northbound					SR 789 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
02:00 PM	6	2	5	1	14	8	359	10	0	377	2	0	3	14	19	3	359	4	0	366	776
02:15 PM	7	1	1	4	13	16	360	10	0	386	3	0	5	11	19	1	373	4	2	380	798
02:30 PM	7	0	5	2	14	10	368	6	0	384	7	0	4	8	19	2	409	5	0	416	833
02:45 PM	2	1	0	1	4	17	389	2	0	408	3	0	5	11	19	3	373	7	0	383	814
<b>Total</b>	<b>22</b>	<b>4</b>	<b>11</b>	<b>8</b>	<b>45</b>	<b>51</b>	<b>1476</b>	<b>28</b>	<b>0</b>	<b>1555</b>	<b>15</b>	<b>0</b>	<b>17</b>	<b>44</b>	<b>76</b>	<b>9</b>	<b>1514</b>	<b>20</b>	<b>2</b>	<b>1545</b>	<b>3221</b>
03:00 PM	6	1	1	4	12	19	306	9	0	334	3	1	3	14	21	4	366	7	0	377	744
03:15 PM	5	0	0	3	8	16	396	10	0	422	1	0	1	10	12	5	372	9	0	386	828
03:30 PM	5	0	1	6	12	18	388	5	0	411	2	0	2	8	12	4	377	1	1	383	818
03:45 PM	9	1	0	2	12	22	346	4	0	372	4	0	5	16	25	1	394	12	1	408	817
<b>Total</b>	<b>25</b>	<b>2</b>	<b>2</b>	<b>15</b>	<b>44</b>	<b>75</b>	<b>1436</b>	<b>28</b>	<b>0</b>	<b>1539</b>	<b>10</b>	<b>1</b>	<b>11</b>	<b>48</b>	<b>70</b>	<b>14</b>	<b>1509</b>	<b>29</b>	<b>2</b>	<b>1554</b>	<b>3207</b>
04:00 PM	4	0	1	5	10	13	349	9	0	371	2	1	3	9	15	1	393	5	3	402	798
04:15 PM	6	0	0	3	9	8	315	6	0	329	4	0	6	5	15	3	463	7	1	474	827
04:30 PM	10	0	1	1	12	16	300	4	1	321	1	0	9	12	22	2	435	1	1	439	794
04:45 PM	4	0	0	3	7	15	341	5	0	361	3	0	3	11	17	3	413	4	1	421	806
<b>Total</b>	<b>24</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>38</b>	<b>52</b>	<b>1305</b>	<b>24</b>	<b>1</b>	<b>1382</b>	<b>10</b>	<b>1</b>	<b>21</b>	<b>37</b>	<b>69</b>	<b>9</b>	<b>1704</b>	<b>17</b>	<b>6</b>	<b>1736</b>	<b>3225</b>
05:00 PM	3	0	2	3	8	22	295	6	1	324	5	1	6	14	26	3	384	2	1	390	748
05:15 PM	6	0	0	1	7	13	325	5	0	343	5	0	9	6	20	1	396	9	1	407	777
05:30 PM	12	0	0	3	15	11	291	8	0	310	5	0	4	12	21	5	389	1	1	396	742
05:45 PM	8	0	0	2	10	16	277	13	1	307	5	0	2	5	12	3	366	4	2	375	704
<b>Total</b>	<b>29</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>40</b>	<b>62</b>	<b>1188</b>	<b>32</b>	<b>2</b>	<b>1284</b>	<b>20</b>	<b>1</b>	<b>21</b>	<b>37</b>	<b>79</b>	<b>12</b>	<b>1535</b>	<b>16</b>	<b>5</b>	<b>1568</b>	<b>2971</b>
06:00 PM	7	0	0	5	12	14	270	10	0	294	5	0	5	5	15	2	341	13	1	357	678
06:15 PM	9	0	0	2	11	15	263	18	0	296	3	0	4	5	12	4	366	3	2	375	694
06:30 PM	9	1	6	2	18	19	277	12	2	310	5	1	10	13	29	2	313	3	1	319	676
06:45 PM	12	0	1	5	18	8	251	19	2	280	0	0	4	5	9	4	311	3	0	318	625
<b>Total</b>	<b>37</b>	<b>1</b>	<b>7</b>	<b>14</b>	<b>59</b>	<b>56</b>	<b>1061</b>	<b>59</b>	<b>4</b>	<b>1180</b>	<b>13</b>	<b>1</b>	<b>23</b>	<b>28</b>	<b>65</b>	<b>12</b>	<b>1331</b>	<b>22</b>	<b>4</b>	<b>1369</b>	<b>2673</b>
<b>Grand Total</b>	<b>301</b>	<b>17</b>	<b>64</b>	<b>90</b>	<b>472</b>	<b>776</b>	<b>16462</b>	<b>387</b>	<b>9</b>	<b>17634</b>	<b>193</b>	<b>10</b>	<b>229</b>	<b>503</b>	<b>935</b>	<b>107</b>	<b>13906</b>	<b>207</b>	<b>37</b>	<b>14257</b>	<b>33298</b>
Apprch %	63.8	3.6	13.6	19.1		4.4	93.4	2.2	0.1		20.6	1.1	24.5	53.8		0.8	97.5	1.5	0.3		
Total %	0.9	0.1	0.2	0.3	1.4	2.3	49.4	1.2	0	53	0.6	0	0.7	1.5	2.8	0.3	41.8	0.6	0.1	42.8	
Passenger Vehicles	297	17	64	90	468	700	16310	386	9	17405	190	10	222	490	912	91	13764	201	36	14092	32877
% Passenger Vehicles	98.7	100	100	100	99.2	90.2	99.1	99.7	100	98.7	98.4	100	96.9	97.4	97.5	85	99	97.1	97.3	98.8	98.7
Heavy Vehicles	1	0	0	0	1	15	152	1	0	168	3	0	7	13	23	0	142	6	1	149	341
% Heavy Vehicles	0.3	0	0	0	0.2	1.9	0.9	0.3	0	1	1.6	0	3.1	2.6	2.5	0	1	2.9	2.7	1	1
UTurns	3	0	0	0	3	61	0	0	0	61	0	0	0	0	0	16	0	0	0	16	80
% UTurns	1	0	0	0	0.6	7.9	0	0	0	0.3	0	0	0	0	0	15	0	0	0	0.1	0.2

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&BirdKeySat  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 3

Start Time	BIRD KEY PARK Southbound					SR 789 Westbound					BIRD KEY DRIVE Northbound					SR 789 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	7	2	0	1	10	10	468	14	0	492	2	0	2	17	21	2	284	10	0	296	819
11:15 AM	5	0	5	2	12	13	416	10	0	439	3	0	6	10	19	3	272	5	1	281	751
11:30 AM	1	0	3	0	4	17	472	6	0	495	12	0	7	16	35	1	265	11	1	278	812
11:45 AM	4	0	0	3	7	26	428	5	0	459	10	0	6	12	28	1	281	3	2	287	781
Total Volume	17	2	8	6	33	66	1784	35	0	1885	27	0	21	55	103	7	1102	29	4	1142	3163
% App. Total	51.5	6.1	24.2	18.2		3.5	94.6	1.9	0		26.2	0	20.4	53.4		0.6	96.5	2.5	0.4		
PHF	.607	.250	.400	.500	.688	.635	.945	.625	.000	.952	.563	.000	.750	.809	.736	.583	.970	.659	.500	.965	.966

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	10:30 AM					11:00 AM					10:30 AM					11:00 AM					
+0 mins.	6	0	2	0	8	10	468	14	0	492	7	0	13	19	39	2	284	10	0	296	
+15 mins.	7	0	2	3	12	13	416	10	0	439	6	1	7	12	26	3	272	5	1	281	
+30 mins.	7	2	0	1	10	17	472	6	0	495	2	0	2	17	21	1	265	11	1	278	
+45 mins.	5	0	5	2	12	26	428	5	0	459	3	0	6	10	19	1	281	3	2	287	
Total Volume	25	2	9	6	42	66	1784	35	0	1885	18	1	28	58	105	7	1102	29	4	1142	
% App. Total	59.5	4.8	21.4	14.3		3.5	94.6	1.9	0		17.1	1	26.7	55.2		0.6	96.5	2.5	0.4		
PHF	.893	.250	.450	.500	.875	.635	.945	.625	.000	.952	.643	.250	.538	.763	.673	.583	.970	.659	.500	.965	

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 01:00 PM

01:00 PM	5	0	5	1	11	28	408	8	0	444	2	0	4	18	24	3	323	0	1	327	806
01:15 PM	15	1	1	1	18	26	406	12	0	444	6	1	8	8	23	7	282	5	0	294	779
01:30 PM	6	0	6	0	12	26	465	11	1	503	6	0	3	17	26	1	331	7	1	340	881
01:45 PM	7	1	2	2	12	14	380	10	0	404	1	0	4	11	16	4	368	5	0	377	809
Total Volume	33	2	14	4	53	94	1659	41	1	1795	15	1	19	54	89	15	1304	17	2	1338	3275
% App. Total	62.3	3.8	26.4	7.5		5.2	92.4	2.3	0.1		16.9	1.1	21.3	60.7		1.1	97.5	1.3	0.1		
PHF	.550	.500	.583	.500	.736	.839	.892	.854	.250	.892	.625	.250	.594	.750	.856	.536	.886	.607	.500	.887	.929

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	06:00 PM					12:45 PM					12:00 PM					04:00 PM					
+0 mins.	7	0	0	5	12	29	414	12	0	455	2	0	6	17	25	1	393	5	3	402	
+15 mins.	9	0	0	2	11	28	408	8	0	444	3	0	6	18	27	3	463	7	1	474	
+30 mins.	9	1	6	2	18	26	406	12	0	444	6	0	7	9	22	2	435	1	1	439	
+45 mins.	12	0	1	5	18	26	465	11	1	503	6	0	6	15	27	3	413	4	1	421	
Total Volume	37	1	7	14	59	109	1693	43	1	1846	17	0	25	59	101	9	1704	17	6	1736	
% App. Total	62.7	1.7	11.9	23.7		5.9	91.7	2.3	0.1		16.8	0	24.8	58.4		0.5	98.2	1	0.3		
PHF	.771	.250	.292	.700	.819	.940	.910	.896	.250	.917	.708	.000	.893	.819	.935	.750	.920	.607	.500	.916	



### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&BirdKeySat  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	BIRD KEY PARK Southbound					SR 789 Westbound					BIRD KEY DRIVE Northbound					SR 789 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	6	1	1	1	9	5	105	5	0	115	2	0	1	2	5	3	78	2	0	83	212
07:15 AM	1	0	0	3	4	6	148	10	0	164	4	0	5	3	12	0	67	3	0	70	250
07:30 AM	8	0	0	1	9	10	200	7	0	217	0	0	0	6	6	1	65	0	0	66	298
07:45 AM	4	0	2	2	8	15	237	6	0	258	3	0	0	9	12	0	100	1	0	101	379
<b>Total</b>	<b>19</b>	<b>1</b>	<b>3</b>	<b>7</b>	<b>30</b>	<b>36</b>	<b>690</b>	<b>28</b>	<b>0</b>	<b>754</b>	<b>9</b>	<b>0</b>	<b>6</b>	<b>20</b>	<b>35</b>	<b>4</b>	<b>310</b>	<b>6</b>	<b>0</b>	<b>320</b>	<b>1139</b>
08:00 AM	1	1	0	2	4	14	214	11	0	239	4	0	2	9	15	0	125	1	0	126	384
08:15 AM	2	1	1	1	5	5	253	11	0	269	8	0	6	13	27	1	132	2	0	135	436
08:30 AM	6	1	1	0	8	11	288	4	0	303	3	1	4	9	17	3	146	0	2	151	479
08:45 AM	8	0	0	1	9	25	268	7	0	300	3	1	3	6	13	1	164	0	0	165	487
<b>Total</b>	<b>17</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>26</b>	<b>55</b>	<b>1023</b>	<b>33</b>	<b>0</b>	<b>1111</b>	<b>18</b>	<b>2</b>	<b>15</b>	<b>37</b>	<b>72</b>	<b>5</b>	<b>567</b>	<b>3</b>	<b>2</b>	<b>577</b>	<b>1786</b>
09:00 AM	7	0	0	1	8	16	350	7	0	373	2	0	1	9	12	2	163	1	1	167	560
09:15 AM	8	2	0	1	11	7	293	4	1	305	5	0	4	6	15	4	176	4	1	185	516
09:30 AM	7	0	0	1	8	5	361	5	0	371	5	0	9	8	22	2	203	6	1	212	613
09:45 AM	6	0	1	1	8	19	383	1	0	403	4	2	5	11	22	2	222	4	0	228	661
<b>Total</b>	<b>28</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>35</b>	<b>47</b>	<b>1387</b>	<b>17</b>	<b>1</b>	<b>1452</b>	<b>16</b>	<b>2</b>	<b>19</b>	<b>34</b>	<b>71</b>	<b>10</b>	<b>764</b>	<b>15</b>	<b>3</b>	<b>792</b>	<b>2350</b>
10:00 AM	7	0	1	0	8	19	450	9	0	478	6	0	5	8	19	0	253	4	1	258	763
10:15 AM	4	0	0	0	4	18	371	10	0	399	3	0	3	10	16	0	244	4	1	249	668
10:30 AM	6	0	2	0	8	20	439	9	0	468	6	0	13	19	38	1	278	5	0	284	798
10:45 AM	7	0	2	3	12	19	429	3	0	451	6	1	7	11	25	2	263	4	1	270	758
<b>Total</b>	<b>24</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>32</b>	<b>76</b>	<b>1689</b>	<b>31</b>	<b>0</b>	<b>1796</b>	<b>21</b>	<b>1</b>	<b>28</b>	<b>48</b>	<b>98</b>	<b>3</b>	<b>1038</b>	<b>17</b>	<b>3</b>	<b>1061</b>	<b>2987</b>
11:00 AM	7	2	0	1	10	10	460	14	0	484	2	0	2	17	21	2	279	10	0	291	806
11:15 AM	4	0	5	2	11	11	411	10	0	432	3	0	6	10	19	1	268	5	1	275	737
11:30 AM	1	0	3	0	4	17	467	6	0	490	12	0	7	15	34	0	262	10	1	273	801
11:45 AM	4	0	0	3	7	25	423	5	0	453	10	0	6	12	28	1	277	3	2	283	771
<b>Total</b>	<b>16</b>	<b>2</b>	<b>8</b>	<b>6</b>	<b>32</b>	<b>63</b>	<b>1761</b>	<b>35</b>	<b>0</b>	<b>1859</b>	<b>27</b>	<b>0</b>	<b>21</b>	<b>54</b>	<b>102</b>	<b>4</b>	<b>1086</b>	<b>28</b>	<b>4</b>	<b>1122</b>	<b>3115</b>
12:00 PM	7	0	3	2	12	20	410	9	0	439	2	0	6	16	24	0	280	4	1	285	760
12:15 PM	5	0	1	0	6	15	449	3	0	467	3	0	6	18	27	2	324	2	0	328	828
12:30 PM	5	0	2	0	7	18	422	7	0	447	6	0	7	9	22	1	280	4	1	286	762
12:45 PM	9	0	1	2	12	21	412	11	0	444	5	0	6	15	26	1	292	5	1	299	781
<b>Total</b>	<b>26</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>37</b>	<b>74</b>	<b>1693</b>	<b>30</b>	<b>0</b>	<b>1797</b>	<b>16</b>	<b>0</b>	<b>25</b>	<b>58</b>	<b>99</b>	<b>4</b>	<b>1176</b>	<b>15</b>	<b>3</b>	<b>1198</b>	<b>3131</b>
01:00 PM	4	0	5	1	10	25	405	8	0	438	2	0	4	16	22	2	318	0	1	321	791
01:15 PM	15	1	1	1	18	16	404	12	0	432	6	1	8	8	23	6	281	5	0	292	765
01:30 PM	6	0	6	0	12	19	460	11	1	491	6	0	3	17	26	1	328	5	1	335	864
01:45 PM	7	1	2	2	12	10	380	10	0	400	1	0	3	10	14	3	366	5	0	374	800
<b>Total</b>	<b>32</b>	<b>2</b>	<b>14</b>	<b>4</b>	<b>52</b>	<b>70</b>	<b>1649</b>	<b>41</b>	<b>1</b>	<b>1761</b>	<b>15</b>	<b>1</b>	<b>18</b>	<b>51</b>	<b>85</b>	<b>12</b>	<b>1293</b>	<b>15</b>	<b>2</b>	<b>1322</b>	<b>3220</b>

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&BirdKeySat  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 2

Groups Printed- Passenger Vehicles

Start Time	BIRD KEY PARK Southbound					SR 789 Westbound					BIRD KEY DRIVE Northbound					SR 789 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
02:00 PM	6	2	5	1	14	7	354	10	0	371	2	0	3	13	18	3	350	4	0	357	760
02:15 PM	7	1	1	4	13	13	356	10	0	379	3	0	5	10	18	1	373	4	2	380	790
02:30 PM	7	0	5	2	14	10	362	6	0	378	7	0	4	8	19	1	405	4	0	410	821
02:45 PM	2	1	0	1	4	16	387	2	0	405	3	0	5	11	19	3	369	7	0	379	807
Total	22	4	11	8	45	46	1459	28	0	1533	15	0	17	42	74	8	1497	19	2	1526	3178
03:00 PM	6	1	1	4	12	18	302	9	0	329	3	1	3	13	20	2	364	7	0	373	734
03:15 PM	5	0	0	3	8	16	393	10	0	419	1	0	1	10	12	5	369	9	0	383	822
03:30 PM	5	0	1	6	12	18	385	5	0	408	2	0	2	8	12	4	374	1	1	380	812
03:45 PM	9	1	0	2	12	21	346	4	0	371	4	0	5	15	24	1	393	12	1	407	814
Total	25	2	2	15	44	73	1426	28	0	1527	10	1	11	46	68	12	1500	29	2	1543	3182
04:00 PM	4	0	1	5	10	12	345	9	0	366	2	1	3	9	15	1	389	4	3	397	788
04:15 PM	5	0	0	3	8	7	314	6	0	327	4	0	5	5	14	3	460	7	1	471	820
04:30 PM	10	0	1	1	12	16	297	4	1	318	1	0	8	12	21	1	433	1	1	436	787
04:45 PM	3	0	0	3	6	15	341	5	0	361	3	0	2	11	16	3	410	4	1	418	801
Total	22	0	2	12	36	50	1297	24	1	1372	10	1	18	37	66	8	1692	16	6	1722	3196
05:00 PM	3	0	2	3	8	20	292	6	1	319	5	1	6	14	26	2	376	2	1	381	734
05:15 PM	6	0	0	1	7	13	325	5	0	343	5	0	9	5	19	0	394	9	1	404	773
05:30 PM	12	0	0	3	15	11	288	8	0	307	5	0	4	11	20	5	384	1	1	391	733
05:45 PM	8	0	0	2	10	15	276	13	1	305	5	0	2	5	12	3	364	4	2	373	700
Total	29	0	2	9	40	59	1181	32	2	1274	20	1	21	35	77	10	1518	16	5	1549	2940
06:00 PM	7	0	0	5	12	14	269	10	0	293	5	0	5	5	15	2	336	13	1	352	672
06:15 PM	9	0	0	2	11	13	261	18	0	292	3	0	4	5	12	4	364	3	2	373	688
06:30 PM	9	1	6	2	18	17	274	12	2	305	5	1	10	13	29	2	312	3	1	318	670
06:45 PM	12	0	1	5	18	7	251	19	2	279	0	0	4	5	9	3	311	3	0	317	623
Total	37	1	7	14	59	51	1055	59	4	1169	13	1	23	28	65	11	1323	22	4	1360	2653
Grand Total	297	17	64	90	468	700	16310	386	9	17405	190	10	222	490	912	91	13764	201	36	14092	32877
Apprch %	63.5	3.6	13.7	19.2		4	93.7	2.2	0.1		20.8	1.1	24.3	53.7		0.6	97.7	1.4	0.3		
Total %	0.9	0.1	0.2	0.3	1.4	2.1	49.6	1.2	0	52.9	0.6	0	0.7	1.5	2.8	0.3	41.9	0.6	0.1	42.9	

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&BirdKeySat  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 3

Start Time	BIRD KEY PARK Southbound					SR 789 Westbound					BIRD KEY DRIVE Northbound					SR 789 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	7	2	0	1	10	10	460	14	0	484	2	0	2	17	21	2	279	10	0	291	806
11:15 AM	4	0	5	2	11	11	411	10	0	432	3	0	6	10	19	1	268	5	1	275	737
11:30 AM	1	0	3	0	4	17	467	6	0	490	12	0	7	15	34	0	262	10	1	273	801
11:45 AM	4	0	0	3	7	25	423	5	0	453	10	0	6	12	28	1	277	3	2	283	771
Total Volume	16	2	8	6	32	63	1761	35	0	1859	27	0	21	54	102	4	1086	28	4	1122	3115
% App. Total	50	6.2	25	18.8		3.4	94.7	1.9	0		26.5	0	20.6	52.9		0.4	96.8	2.5	0.4		
PHF	.571	.250	.400	.500	.727	.630	.943	.625	.000	.948	.563	.000	.750	.794	.750	.500	.973	.700	.500	.964	.966

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	10:30 AM					11:00 AM					10:30 AM					11:00 AM					
+0 mins.	6	0	2	0	8	10	460	14	0	484	6	0	13	19	38	2	279	10	0	291	
+15 mins.	7	0	2	3	12	11	411	10	0	432	6	1	7	11	25	1	268	5	1	275	
+30 mins.	7	2	0	1	10	17	467	6	0	490	2	0	2	17	21	0	262	10	1	273	
+45 mins.	4	0	5	2	11	25	423	5	0	453	3	0	6	10	19	1	277	3	2	283	
Total Volume	24	2	9	6	41	63	1761	35	0	1859	17	1	28	57	103	4	1086	28	4	1122	
% App. Total	58.5	4.9	22	14.6		3.4	94.7	1.9	0		16.5	1	27.2	55.3		0.4	96.8	2.5	0.4		
PHF	.857	.250	.450	.500	.854	.630	.943	.625	.000	.948	.708	.250	.538	.750	.678	.500	.973	.700	.500	.964	

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:15 PM

03:15 PM	5	0	0	3	8	16	393	10	0	419	1	0	1	10	12	5	369	9	0	383	822
03:30 PM	5	0	1	6	12	18	385	5	0	408	2	0	2	8	12	4	374	1	1	380	812
03:45 PM	9	1	0	2	12	21	346	4	0	371	4	0	5	15	24	1	393	12	1	407	814
04:00 PM	4	0	1	5	10	12	345	9	0	366	2	1	3	9	15	1	389	4	3	397	788
Total Volume	23	1	2	16	42	67	1469	28	0	1564	9	1	11	42	63	11	1525	26	5	1567	3236
% App. Total	54.8	2.4	4.8	38.1		4.3	93.9	1.8	0		14.3	1.6	17.5	66.7		0.7	97.3	1.7	0.3		
PHF	.639	.250	.500	.667	.875	.798	.934	.700	.000	.933	.563	.250	.550	.700	.656	.550	.970	.542	.417	.963	.984

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:00 PM					12:45 PM					12:00 PM					04:00 PM					
+0 mins.	7	0	0	5	12	21	412	11	0	444	2	0	6	16	24	1	389	4	3	397	
+15 mins.	9	0	0	2	11	25	405	8	0	438	3	0	6	18	27	3	460	7	1	471	
+30 mins.	9	1	6	2	18	16	404	12	0	432	6	0	7	9	22	1	433	1	1	436	
+45 mins.	12	0	1	5	18	19	460	11	1	491	5	0	6	15	26	3	410	4	1	418	
Total Volume	37	1	7	14	59	81	1681	42	1	1805	16	0	25	58	99	8	1692	16	6	1722	
% App. Total	62.7	1.7	11.9	23.7		4.5	93.1	2.3	0.1		16.2	0	25.3	58.6		0.5	98.3	0.9	0.3		
PHF	.771	.250	.292	.700	.819	.810	.914	.875	.250	.919	.667	.000	.893	.806	.917	.667	.920	.571	.500	.914	

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&BirdKeySat  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 1

#### Groups Printed- Heavy Vehicles

Start Time	BIRD KEY PARK Southbound					SR 789 Westbound					BIRD KEY DRIVE Northbound					SR 789 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
07:15 AM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	1	1	0	0	0	0	0	7
07:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>19</b>
08:00 AM	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	4	0	0	4	9
08:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6
08:30 AM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	4	0	0	4	8
08:45 AM	0	0	0	0	0	1	6	0	0	7	0	0	1	0	1	0	1	0	0	1	9
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>32</b>
09:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
09:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	2	1	0	3	8
09:30 AM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	4	0	0	4	9
09:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	1	0	0	1	6
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>25</b>
10:00 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	11
10:15 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	7
10:30 AM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	4	0	0	4	8
10:45 AM	0	0	0	0	0	1	4	0	0	5	0	0	0	1	1	0	2	0	0	2	8
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>34</b>
11:00 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	5	0	0	5	13
11:15 AM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	4	0	0	4	10
11:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	1	1	0	3	1	0	4	10
11:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>42</b>
12:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	1	1	0	5	0	0	5	10
12:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	8
12:30 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	4	0	0	4	8
12:45 PM	0	0	0	0	0	2	2	1	0	5	1	0	0	0	1	0	2	0	1	3	9
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>35</b>
01:00 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	2	2	0	5	0	0	5	11
01:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
01:30 PM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	3	2	0	5	11
01:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	1	1	2	0	2	0	0	2	5
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>30</b>

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&BirdKeySat  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 2

#### Groups Printed- Heavy Vehicles

Start Time	BIRD KEY PARK Southbound					SR 789 Westbound					BIRD KEY DRIVE Northbound					SR 789 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
02:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	1	1	0	9	0	0	9	15
02:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	1	1	0	0	0	0	0	5
02:30 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	1	0	5	11
02:45 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	7
Total	0	0	0	0	0	1	17	0	0	18	0	0	0	2	2	0	17	1	0	18	38
03:00 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	1	1	0	2	0	0	2	8
03:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
03:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	2
Total	0	0	0	0	0	1	10	0	0	11	0	0	0	2	2	0	9	0	0	9	22
04:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	1	0	5	9
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	3	0	0	3	5
04:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	2	0	0	2	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	4
Total	0	0	0	0	0	0	8	0	0	8	0	0	3	0	3	0	12	1	0	13	24
05:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	11
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	2	3
05:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	1	1	0	5	0	0	5	9
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Total	0	0	0	0	0	0	7	0	0	7	0	0	0	2	2	0	17	0	0	17	26
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
06:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
06:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
*** BREAK ***																					
Total	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	14
Grand Total	1	0	0	0	1	15	152	1	0	168	3	0	7	13	23	0	142	6	1	149	341
Apprch %	100	0	0	0		8.9	90.5	0.6	0		13	0	30.4	56.5		0	95.3	4	0.7		
Total %	0.3	0	0	0	0.3	4.4	44.6	0.3	0	49.3	0.9	0	2.1	3.8	6.7	0	41.6	1.8	0.3	43.7	

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&BirdKeySat  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 3

Start Time	BIRD KEY PARK Southbound					SR 789 Westbound					BIRD KEY DRIVE Northbound					SR 789 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	5	0	0	5	13
11:15 AM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	4	0	0	4	10
11:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	1	1	0	3	1	0	4	10
11:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9
Total Volume	0	0	0	0	0	1	23	0	0	24	0	0	0	1	1	0	16	1	0	17	42
% App. Total	0	0	0	0	0	4.2	95.8	0	0		0	0	0	100		0	94.1	5.9	0		
PHF	.000	.000	.000	.000	.000	.250	.719	.000	.000	.750	.000	.000	.000	.250	.250	.000	.800	.250	.000	.850	.808

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:00 AM					10:45 AM					07:00 AM					11:00 AM				
+0 mins.	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	5	0	0	5
+15 mins.	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1	0	4	0	0	4
+30 mins.	0	0	0	0	0	1	5	0	0	6	0	0	0	1	1	0	3	1	0	4
+45 mins.	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4
Total Volume	0	0	0	0	0	2	22	0	0	24	1	0	0	1	2	0	16	1	0	17
% App. Total	0	0	0	0	0	8.3	91.7	0	0		50	0	0	50		0	94.1	5.9	0	
PHF	.000	.000	.000	.000	.000	.500	.688	.000	.000	.750	.250	.000	.000	.250	.500	.000	.800	.250	.000	.850

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 02:00 PM

02:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	1	1	0	9	0	0	9	15
02:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	1	1	0	0	0	0	0	5
02:30 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	1	0	5	11
02:45 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	7
Total Volume	0	0	0	0	0	1	17	0	0	18	0	0	0	2	2	0	17	1	0	18	38
% App. Total	0	0	0	0	0	5.6	94.4	0	0		0	0	0	100		0	94.4	5.6	0		
PHF	.000	.000	.000	.000	.000	.250	.708	.000	.000	.750	.000	.000	.000	.500	.500	.000	.472	.250	.000	.500	.633

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	12:15 PM					02:00 PM					01:00 PM					12:00 PM				
+0 mins.	0	0	0	0	0	0	5	0	0	5	0	0	0	2	2	0	5	0	0	5
+15 mins.	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6
+30 mins.	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4
+45 mins.	1	0	0	0	1	1	2	0	0	3	0	0	1	1	2	0	2	0	1	3
Total Volume	1	0	0	0	1	1	17	0	0	18	0	0	1	3	4	0	17	0	1	18
% App. Total	100	0	0	0		5.6	94.4	0	0		0	0	25	75		0	94.4	0	5.6	
PHF	.250	.000	.000	.000	.250	.250	.708	.000	.000	.750	.000	.000	.250	.375	.500	.000	.708	.000	.250	.750

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&BirdKeySat  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 1

Groups Printed- UTurns

Start Time	BIRD KEY PARK Southbound					SR 789 Westbound					BIRD KEY DRIVE Northbound					SR 789 Eastbound					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
*** BREAK ***																						
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
*** BREAK ***																						
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3	
*** BREAK ***																						
09:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
09:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
*** BREAK ***																						
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
10:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
10:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
*** BREAK ***																						
10:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
Total	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
*** BREAK ***																						
11:15 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	4	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
11:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
Total	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	6	
12:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2	
12:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
12:30 PM	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6	
12:45 PM	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	1	0	0	0	1	7	
Total	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0	2	0	0	0	2	17	
01:00 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	4	
01:15 PM	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	1	0	0	0	1	11	
01:30 PM	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6	
01:45 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	4	
Total	0	0	0	0	0	22	0	0	0	22	0	0	0	0	0	3	0	0	0	3	25	
02:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
02:15 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
*** BREAK ***																						
Total	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	5	

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&BirdKeySat  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 2

Groups Printed- UTurns

Start Time	BIRD KEY PARK Southbound					SR 789 Westbound					BIRD KEY DRIVE Northbound					SR 789 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
*** BREAK ***																					
03:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	5
05:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	2	0	0	0	2	5
*** BREAK ***																					
06:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
06:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
06:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
Total	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	1	0	0	0	1	6
Grand Total	3	0	0	0	3	61	0	0	0	61	0	0	0	0	0	16	0	0	0	16	80
Apprch %	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
Total %	3.8	0	0	0	3.8	76.2	0	0	0	76.2	0	0	0	0	0	20	0	0	0	20	

Start Time	BIRD KEY PARK Southbound					SR 789 Westbound					BIRD KEY DRIVE Northbound					SR 789 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:45 AM																					
10:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	4
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total Volume	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	6
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.250	.000	.000	.000	.250	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.375	.000	.000	.000	.375	.375



### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&BirdKeySat  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 3

Start Time	BIRD KEY PARK Southbound					SR 789 Westbound					BIRD KEY DRIVE Northbound					SR 789 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	10:30 AM					09:15 AM					07:00 AM					10:45 AM				
+0 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
+45 mins.	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
Total Volume	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	3	0	0	0	3
% App. Total	100	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0
PHF	.250	.000	.000	.000	.250	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000	.375	.000	.000	.000	.375

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:30 PM

	12:30 PM					12:45 PM					01:00 PM					01:15 PM					Int. Total
12:30 PM	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	1	0	0	0	1	7
01:00 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	4
01:15 PM	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	1	0	0	0	1	11
Total Volume	0	0	0	0	0	25	0	0	0	25	0	0	0	0	0	3	0	0	0	3	28
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.625	.000	.000	.000	.625	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.636

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					12:30 PM					12:00 PM					12:30 PM				
+0 mins.	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0
+15 mins.	1	0	0	0	1	6	0	0	0	6	0	0	0	0	0	1	0	0	0	1
+30 mins.	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1
+45 mins.	1	0	0	0	1	10	0	0	0	10	0	0	0	0	0	1	0	0	0	1
Total Volume	2	0	0	0	2	25	0	0	0	25	0	0	0	0	0	3	0	0	0	3
% App. Total	100	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0
PHF	.500	.000	.000	.000	.500	.625	.000	.000	.000	.625	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750

# Intersection Pedestrian & Bicycle Count

Date: 5/1/2021

Day: Saturday

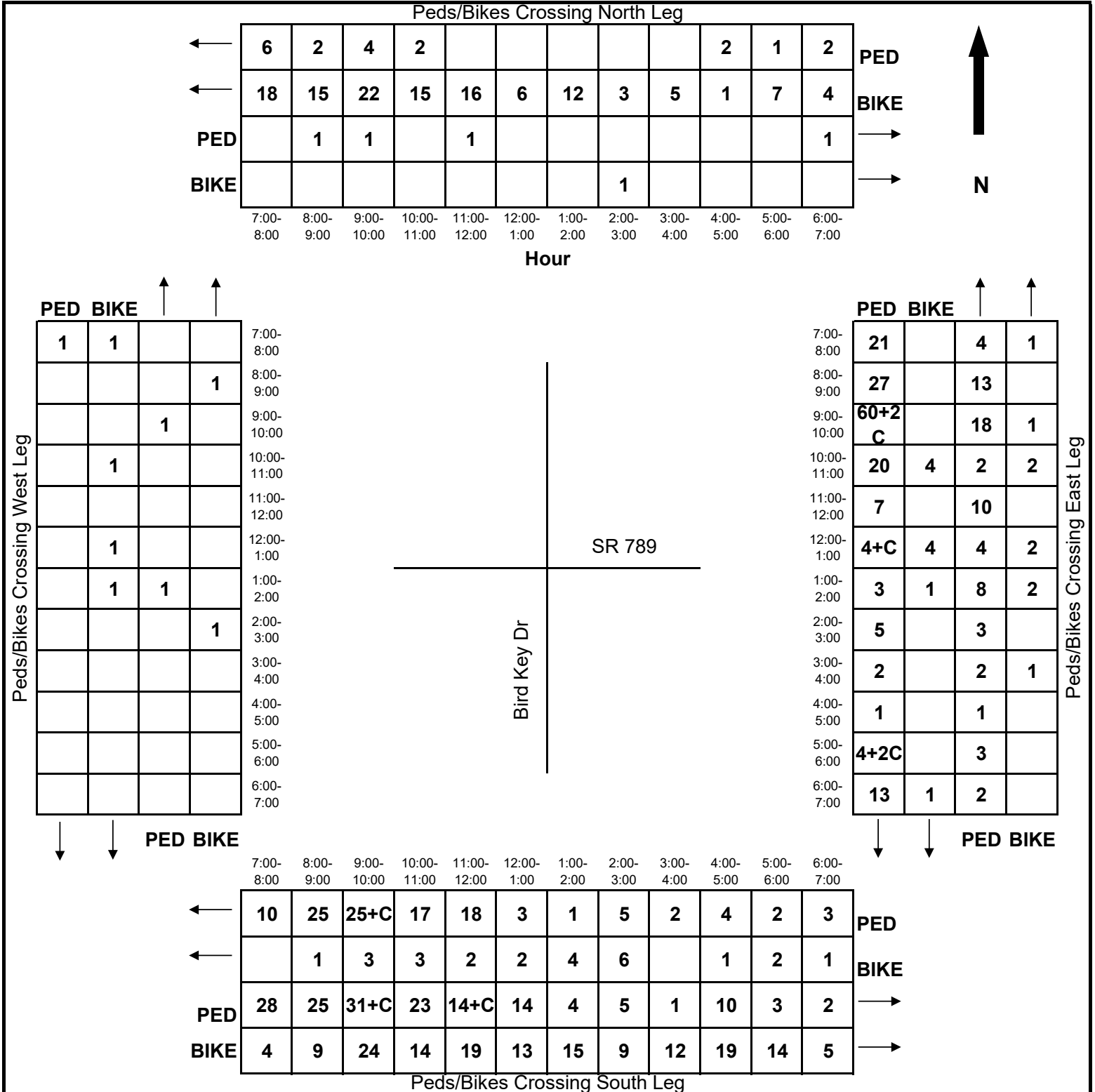
Count Times: 7am - 7pm

Weather: Clear

Intersection: SR 789 at Bird Key Drive

Comments: \_\_\_\_\_

**C - Children under 12; S - Seniors 65 or over; D - Physical Disability**



### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourEast  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 1

#### Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	SARASOTA HARBOUR EAST Southbound				SR 789 Westbound				SARASOTA YACHT CLUB Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	2	3	3	149	0	152	0	0	1	1	0	91	0	91	247
07:15 AM	1	0	0	1	2	216	1	219	0	0	0	0	1	100	0	101	321
07:30 AM	1	0	0	1	2	297	0	299	0	0	0	0	0	120	1	121	421
07:45 AM	2	0	0	2	10	346	0	356	0	0	2	2	0	129	0	129	489
<b>Total</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>17</b>	<b>1008</b>	<b>1</b>	<b>1026</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>440</b>	<b>1</b>	<b>442</b>	<b>1478</b>
08:00 AM	1	0	0	1	5	316	0	321	0	0	0	0	0	134	0	134	456
08:15 AM	0	0	0	0	7	316	1	324	2	0	1	3	0	164	2	166	493
08:30 AM	1	0	1	2	7	310	0	317	0	0	1	1	1	202	1	204	524
08:45 AM	1	0	0	1	6	340	0	346	0	0	1	1	1	181	0	182	530
<b>Total</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>25</b>	<b>1282</b>	<b>1</b>	<b>1308</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>681</b>	<b>3</b>	<b>686</b>	<b>2003</b>
09:00 AM	0	0	0	0	5	262	0	267	0	0	5	5	0	189	1	190	462
09:15 AM	1	0	1	2	7	291	0	298	0	0	2	2	0	208	2	210	512
09:30 AM	2	0	0	2	7	237	1	245	1	0	2	3	0	240	1	241	491
09:45 AM	2	0	0	2	8	274	2	284	0	0	1	1	1	250	2	253	540
<b>Total</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>27</b>	<b>1064</b>	<b>3</b>	<b>1094</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>11</b>	<b>1</b>	<b>887</b>	<b>6</b>	<b>894</b>	<b>2005</b>
10:00 AM	2	0	0	2	7	269	1	277	1	0	8	9	1	227	0	228	516
10:15 AM	0	0	0	0	1	256	1	258	2	0	0	2	0	236	1	237	497
10:30 AM	2	0	0	2	3	277	0	280	0	0	1	1	1	268	2	271	554
10:45 AM	4	0	1	5	3	278	3	284	0	0	6	6	1	266	1	268	563
<b>Total</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>14</b>	<b>1080</b>	<b>5</b>	<b>1099</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>18</b>	<b>3</b>	<b>997</b>	<b>4</b>	<b>1004</b>	<b>2130</b>
11:00 AM	0	0	0	0	0	273	2	275	1	0	1	2	0	278	0	278	555
11:15 AM	0	0	0	0	0	275	0	275	0	0	1	1	0	271	1	272	548
11:30 AM	1	0	0	1	2	259	1	262	1	0	1	2	1	265	1	267	532
11:45 AM	1	0	2	3	1	246	1	248	1	0	4	5	1	261	0	262	518
<b>Total</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>1053</b>	<b>4</b>	<b>1060</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>10</b>	<b>2</b>	<b>1075</b>	<b>2</b>	<b>1079</b>	<b>2153</b>
12:00 PM	2	0	2	4	1	257	2	260	2	0	2	4	2	279	0	281	549
12:15 PM	0	0	1	1	2	263	2	267	0	0	0	0	1	274	2	277	545
12:30 PM	1	0	0	1	5	274	1	280	1	0	6	7	3	262	5	270	558
12:45 PM	2	0	2	4	6	269	1	276	2	0	5	7	3	284	0	287	574
<b>Total</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>10</b>	<b>14</b>	<b>1063</b>	<b>6</b>	<b>1083</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>18</b>	<b>9</b>	<b>1099</b>	<b>7</b>	<b>1115</b>	<b>2226</b>
01:00 PM	2	0	0	2	6	262	2	270	1	0	0	1	1	242	0	243	516
01:15 PM	1	0	2	3	2	261	2	265	1	0	1	2	1	283	3	287	557
01:30 PM	1	0	1	2	2	271	3	276	0	0	5	5	1	288	3	292	575
01:45 PM	1	0	1	2	0	260	0	260	0	0	1	1	1	264	1	266	529
<b>Total</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>10</b>	<b>1054</b>	<b>7</b>	<b>1071</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>9</b>	<b>4</b>	<b>1077</b>	<b>7</b>	<b>1088</b>	<b>2177</b>

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourEast  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 2

#### Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	SARASOTA HARBOUR EAST Southbound				SR 789 Westbound				SARASOTA YACHT CLUB Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
02:00 PM	3	0	0	3	2	257	0	259	2	0	4	6	1	287	2	290	558
02:15 PM	0	0	1	1	2	269	1	272	0	1	4	5	0	326	1	327	605
02:30 PM	1	0	1	2	2	297	1	300	1	0	7	8	1	297	4	302	612
02:45 PM	0	0	0	0	5	278	0	283	0	0	2	2	0	311	0	311	596
<b>Total</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>11</b>	<b>1101</b>	<b>2</b>	<b>1114</b>	<b>3</b>	<b>1</b>	<b>17</b>	<b>21</b>	<b>2</b>	<b>1221</b>	<b>7</b>	<b>1230</b>	<b>2371</b>
03:00 PM	3	0	0	3	0	274	2	276	1	0	4	5	0	340	2	342	626
03:15 PM	0	0	0	0	3	267	1	271	1	0	1	2	1	345	1	347	620
03:30 PM	1	0	1	2	4	304	1	309	0	0	6	6	2	413	1	416	733
03:45 PM	1	0	2	3	5	358	1	364	2	0	3	5	0	340	1	341	713
<b>Total</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>12</b>	<b>1203</b>	<b>5</b>	<b>1220</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>18</b>	<b>3</b>	<b>1438</b>	<b>5</b>	<b>1446</b>	<b>2692</b>
04:00 PM	2	0	1	3	9	254	1	264	2	0	2	4	2	412	0	414	685
04:15 PM	0	0	0	0	8	254	1	263	0	0	1	1	0	375	0	375	639
04:30 PM	0	0	0	0	3	262	1	266	2	0	1	3	0	414	1	415	684
04:45 PM	0	0	1	1	5	246	3	254	2	0	4	6	1	298	2	301	562
<b>Total</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>25</b>	<b>1016</b>	<b>6</b>	<b>1047</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>14</b>	<b>3</b>	<b>1499</b>	<b>3</b>	<b>1505</b>	<b>2570</b>
05:00 PM	1	0	1	2	7	257	2	266	1	0	4	5	0	368	0	368	641
05:15 PM	0	0	1	1	4	218	0	222	0	0	2	2	1	329	3	333	558
05:30 PM	0	0	1	1	8	227	2	237	3	0	4	7	1	311	1	313	558
05:45 PM	0	0	0	0	8	226	2	236	0	0	5	5	1	268	1	270	511
<b>Total</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>27</b>	<b>928</b>	<b>6</b>	<b>961</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>19</b>	<b>3</b>	<b>1276</b>	<b>5</b>	<b>1284</b>	<b>2268</b>
06:00 PM	2	0	0	2	16	221	0	237	0	0	4	4	0	236	1	237	480
06:15 PM	1	0	0	1	4	203	2	209	1	0	0	1	0	234	0	234	445
06:30 PM	0	0	1	1	2	228	1	231	1	0	4	5	0	215	0	215	452
06:45 PM	2	0	0	2	1	221	0	222	0	0	0	0	0	171	0	171	395
<b>Total</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>23</b>	<b>873</b>	<b>3</b>	<b>899</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>856</b>	<b>1</b>	<b>857</b>	<b>1772</b>
<b>Grand Total</b>	<b>50</b>	<b>0</b>	<b>27</b>	<b>77</b>	<b>208</b>	<b>12725</b>	<b>49</b>	<b>12982</b>	<b>35</b>	<b>1</b>	<b>120</b>	<b>156</b>	<b>33</b>	<b>12546</b>	<b>51</b>	<b>12630</b>	<b>25845</b>
Apprch %	64.9	0	35.1		1.6	98	0.4		22.4	0.6	76.9		0.3	99.3	0.4		
Total %	0.2	0	0.1	0.3	0.8	49.2	0.2	50.2	0.1	0	0.5	0.6	0.1	48.5	0.2	48.9	
Passenger Vehicles	50	0	23	73	191	12407	47	12645	32	1	117	150	19	12197	42	12258	25126
% Passenger Vehicles	100	0	85.2	94.8	91.8	97.5	95.9	97.4	91.4	100	97.5	96.2	57.6	97.2	82.4	97.1	97.2
Heavy Vehicles	0	0	4	4	3	318	2	323	3	0	3	6	1	349	9	359	692
% Heavy Vehicles	0	0	14.8	5.2	1.4	2.5	4.1	2.5	8.6	0	2.5	3.8	3	2.8	17.6	2.8	2.7
UTurns	0	0	0	0	14	0	0	14	0	0	0	0	13	0	0	13	27
% UTurns	0	0	0	0	6.7	0	0	0.1	0	0	0	0	39.4	0	0	0.1	0.1

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourEast  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 3

Start Time	SARASOTA HARBOUR EAST Southbound				SR 789 Westbound				SARASOTA YACHT CLUB Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:30 AM																	
10:30 AM	2	0	0	2	3	277	0	280	0	0	1	1	1	268	2	271	554
10:45 AM	4	0	1	5	3	278	3	284	0	0	6	6	1	266	1	268	563
11:00 AM	0	0	0	0	0	273	2	275	1	0	1	2	0	278	0	278	555
11:15 AM	0	0	0	0	0	275	0	275	0	0	1	1	0	271	1	272	548
Total Volume	6	0	1	7	6	1103	5	1114	1	0	9	10	2	1083	4	1089	2220
% App. Total	85.7	0	14.3		0.5	99	0.4		10	0	90		0.2	99.4	0.4		
PHF	.375	.000	.250	.350	.500	.992	.417	.981	.250	.000	.375	.417	.500	.974	.500	.979	.986

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	10:00 AM				07:45 AM				10:00 AM				10:30 AM			
+0 mins.	2	0	0	2	10	346	0	356	1	0	8	9	1	268	2	271
+15 mins.	0	0	0	0	5	316	0	321	2	0	0	2	1	266	1	268
+30 mins.	2	0	0	2	7	316	1	324	0	0	1	1	0	278	0	278
+45 mins.	4	0	1	5	7	310	0	317	0	0	6	6	0	271	1	272
Total Volume	8	0	1	9	29	1288	1	1318	3	0	15	18	2	1083	4	1089
% App. Total	88.9	0	11.1		2.2	97.7	0.1		16.7	0	83.3		0.2	99.4	0.4	
PHF	.500	.000	.250	.450	.725	.931	.250	.926	.375	.000	.469	.500	.500	.974	.500	.979

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	1	0	1	2	4	304	1	309	0	0	6	6	2	413	1	416	733
03:45 PM	1	0	2	3	5	358	1	364	2	0	3	5	0	340	1	341	713
04:00 PM	2	0	1	3	9	254	1	264	2	0	2	4	2	412	0	414	685
04:15 PM	0	0	0	0	8	254	1	263	0	0	1	1	0	375	0	375	639
Total Volume	4	0	4	8	26	1170	4	1200	4	0	12	16	4	1540	2	1546	2770
% App. Total	50	0	50		2.2	97.5	0.3		25	0	75		0.3	99.6	0.1		
PHF	.500	.000	.500	.667	.722	.817	1.00	.824	.500	.000	.500	.667	.500	.932	.500	.929	.945

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:45 PM				03:00 PM				02:00 PM				03:30 PM			
+0 mins.	2	0	2	4	0	274	2	276	2	0	4	6	2	413	1	416
+15 mins.	2	0	0	2	3	267	1	271	0	1	4	5	0	340	1	341
+30 mins.	1	0	2	3	4	304	1	309	1	0	7	8	2	412	0	414
+45 mins.	1	0	1	2	5	358	1	364	0	0	2	2	0	375	0	375
Total Volume	6	0	5	11	12	1203	5	1220	3	1	17	21	4	1540	2	1546
% App. Total	54.5	0	45.5		1	98.6	0.4		14.3	4.8	81		0.3	99.6	0.1	
PHF	.750	.000	.625	.688	.600	.840	.625	.838	.375	.250	.607	.656	.500	.932	.500	.929

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourEast  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 1

#### Groups Printed- Passenger Vehicles

Start Time	SARASOTA HARBOUR EAST Southbound				SR 789 Westbound				SARASOTA YACHT CLUB Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	1	2	2	144	0	146	0	0	1	1	0	89	0	89	238
07:15 AM	1	0	0	1	1	210	1	212	0	0	0	0	1	99	0	100	313
07:30 AM	1	0	0	1	2	287	0	289	0	0	0	0	0	116	1	117	407
07:45 AM	2	0	0	2	10	336	0	346	0	0	2	2	0	128	0	128	478
Total	5	0	1	6	15	977	1	993	0	0	3	3	1	432	1	434	1436
08:00 AM	1	0	0	1	5	306	0	311	0	0	0	0	0	129	0	129	441
08:15 AM	0	0	0	0	6	307	1	314	2	0	1	3	0	157	1	158	475
08:30 AM	1	0	1	2	5	302	0	307	0	0	1	1	0	196	1	197	507
08:45 AM	1	0	0	1	6	334	0	340	0	0	1	1	1	176	0	177	519
Total	3	0	1	4	22	1249	1	1272	2	0	3	5	1	658	2	661	1942
09:00 AM	0	0	0	0	5	250	0	255	0	0	5	5	0	181	1	182	442
09:15 AM	1	0	1	2	6	282	0	288	0	0	2	2	0	204	2	206	498
09:30 AM	2	0	0	2	6	224	1	231	1	0	2	3	0	235	0	235	471
09:45 AM	2	0	0	2	7	266	2	275	0	0	1	1	1	245	1	247	525
Total	5	0	1	6	24	1022	3	1049	1	0	10	11	1	865	4	870	1936
10:00 AM	2	0	0	2	7	259	1	267	1	0	6	7	0	217	0	217	493
10:15 AM	0	0	0	0	1	247	1	249	2	0	0	2	0	228	1	229	480
10:30 AM	2	0	0	2	3	266	0	269	0	0	1	1	1	263	1	265	537
10:45 AM	4	0	0	4	2	263	2	267	0	0	6	6	0	258	1	259	536
Total	8	0	0	8	13	1035	4	1052	3	0	13	16	1	966	3	970	2046
11:00 AM	0	0	0	0	0	263	2	265	0	0	1	1	0	268	0	268	534
11:15 AM	0	0	0	0	0	268	0	268	0	0	1	1	0	261	0	261	530
11:30 AM	1	0	0	1	2	246	1	249	1	0	1	2	1	256	1	258	510
11:45 AM	1	0	2	3	1	238	1	240	1	0	4	5	0	253	0	253	501
Total	2	0	2	4	3	1015	4	1022	2	0	7	9	1	1038	1	1040	2075
12:00 PM	2	0	2	4	1	248	2	251	2	0	2	4	2	263	0	265	524
12:15 PM	0	0	0	0	2	260	1	263	0	0	0	0	0	266	2	268	531
12:30 PM	1	0	0	1	5	262	1	268	1	0	5	6	2	252	3	257	532
12:45 PM	2	0	2	4	6	266	1	273	1	0	5	6	3	272	0	275	558
Total	5	0	4	9	14	1036	5	1055	4	0	12	16	7	1053	5	1065	2145
01:00 PM	2	0	0	2	3	254	2	259	1	0	0	1	0	234	0	234	496
01:15 PM	1	0	2	3	2	256	2	260	1	0	1	2	1	274	2	277	542
01:30 PM	1	0	1	2	2	263	3	268	0	0	5	5	0	278	3	281	556
01:45 PM	1	0	1	2	0	256	0	256	0	0	1	1	0	261	1	262	521
Total	5	0	4	9	7	1029	7	1043	2	0	7	9	1	1047	6	1054	2115

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourEast  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 2

#### Groups Printed- Passenger Vehicles

Start Time	SARASOTA HARBOUR EAST Southbound				SR 789 Westbound				SARASOTA YACHT CLUB Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
02:00 PM	3	0	0	3	2	249	0	251	2	0	4	6	1	276	2	279	539
02:15 PM	0	0	1	1	2	261	1	264	0	1	4	5	0	311	1	312	582
02:30 PM	1	0	1	2	2	292	1	295	1	0	7	8	0	287	3	290	595
02:45 PM	0	0	0	0	5	270	0	275	0	0	2	2	0	303	0	303	580
Total	4	0	2	6	11	1072	2	1085	3	1	17	21	1	1177	6	1184	2296
03:00 PM	3	0	0	3	0	267	2	269	1	0	4	5	0	326	2	328	605
03:15 PM	0	0	0	0	3	263	1	267	1	0	1	2	1	333	1	335	604
03:30 PM	1	0	1	2	3	300	1	304	0	0	6	6	1	397	1	399	711
03:45 PM	1	0	2	3	5	355	1	361	2	0	3	5	0	329	1	330	699
Total	5	0	3	8	11	1185	5	1201	4	0	14	18	2	1385	5	1392	2619
04:00 PM	2	0	1	3	8	248	1	257	2	0	2	4	1	404	0	405	669
04:15 PM	0	0	0	0	6	250	1	257	0	0	1	1	0	371	0	371	629
04:30 PM	0	0	0	0	2	258	1	261	1	0	1	2	0	401	1	402	665
04:45 PM	0	0	1	1	5	242	3	250	2	0	4	6	1	292	2	295	552
Total	2	0	2	4	21	998	6	1025	5	0	8	13	2	1468	3	1473	2515
05:00 PM	1	0	1	2	7	252	2	261	1	0	4	5	0	366	0	366	634
05:15 PM	0	0	1	1	4	218	0	222	0	0	2	2	1	325	3	329	554
05:30 PM	0	0	0	0	8	225	2	235	3	0	4	7	0	306	1	307	549
05:45 PM	0	0	0	0	8	224	2	234	0	0	5	5	0	266	1	267	506
Total	1	0	2	3	27	919	6	952	4	0	15	19	1	1263	5	1269	2243
06:00 PM	2	0	0	2	16	218	0	234	0	0	4	4	0	235	1	236	476
06:15 PM	1	0	0	1	4	203	2	209	1	0	0	1	0	231	0	231	442
06:30 PM	0	0	1	1	2	228	1	231	1	0	4	5	0	210	0	210	447
06:45 PM	2	0	0	2	1	221	0	222	0	0	0	0	0	169	0	169	393
Total	5	0	1	6	23	870	3	896	2	0	8	10	0	845	1	846	1758
Grand Total	50	0	23	73	191	12407	47	12645	32	1	117	150	19	12197	42	12258	25126
Apprch %	68.5	0	31.5		1.5	98.1	0.4		21.3	0.7	78		0.2	99.5	0.3		
Total %	0.2	0	0.1	0.3	0.8	49.4	0.2	50.3	0.1	0	0.5	0.6	0.1	48.5	0.2	48.8	

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourEast  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 3

Start Time	SARASOTA HARBOUR EAST Southbound				SR 789 Westbound				SARASOTA YACHT CLUB Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:30 AM																	
10:30 AM	2	0	0	2	3	266	0	269	0	0	1	1	1	263	1	265	537
10:45 AM	4	0	0	4	2	263	2	267	0	0	6	6	0	258	1	259	536
11:00 AM	0	0	0	0	0	263	2	265	0	0	1	1	0	268	0	268	534
11:15 AM	0	0	0	0	0	268	0	268	0	0	1	1	0	261	0	261	530
Total Volume	6	0	0	6	5	1060	4	1069	0	0	9	9	1	1050	2	1053	2137
% App. Total	100	0	0		0.5	99.2	0.4		0	0	100		0.1	99.7	0.2		
PHF	.375	.000	.000	.375	.417	.989	.500	.993	.000	.000	.375	.375	.250	.979	.500	.982	.995

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:15 AM				07:45 AM				10:00 AM				10:30 AM			
+0 mins.	1	0	1	2	10	336	0	346	1	0	6	7	1	263	1	265
+15 mins.	2	0	0	2	5	306	0	311	2	0	0	2	0	258	1	259
+30 mins.	2	0	0	2	6	307	1	314	0	0	1	1	0	268	0	268
+45 mins.	2	0	0	2	5	302	0	307	0	0	6	6	0	261	0	261
Total Volume	7	0	1	8	26	1251	1	1278	3	0	13	16	1	1050	2	1053
% App. Total	87.5	0	12.5		2	97.9	0.1		18.8	0	81.2		0.1	99.7	0.2	
PHF	.875	.000	.250	1.000	.650	.931	.250	.923	.375	.000	.542	.571	.250	.979	.500	.982

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	1	0	1	2	3	300	1	304	0	0	6	6	1	397	1	399	711
03:45 PM	1	0	2	3	5	355	1	361	2	0	3	5	0	329	1	330	699
04:00 PM	2	0	1	3	8	248	1	257	2	0	2	4	1	404	0	405	669
04:15 PM	0	0	0	0	6	250	1	257	0	0	1	1	0	371	0	371	629
Total Volume	4	0	4	8	22	1153	4	1179	4	0	12	16	2	1501	2	1505	2708
% App. Total	50	0	50		1.9	97.8	0.3		25	0	75		0.1	99.7	0.1		
PHF	.500	.000	.500	.667	.688	.812	1.00	.816	.500	.000	.500	.667	.500	.929	.500	.929	.952

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:45 PM				03:00 PM				02:00 PM				03:45 PM			
+0 mins.	2	0	2	4	0	267	2	269	2	0	4	6	0	329	1	330
+15 mins.	2	0	0	2	3	263	1	267	0	1	4	5	1	404	0	405
+30 mins.	1	0	2	3	3	300	1	304	1	0	7	8	0	371	0	371
+45 mins.	1	0	1	2	5	355	1	361	0	0	2	2	0	401	1	402
Total Volume	6	0	5	11	11	1185	5	1201	3	1	17	21	1	1505	2	1508
% App. Total	54.5	0	45.5		0.9	98.7	0.4		14.3	4.8	81		0.1	99.8	0.1	
PHF	.750	.000	.625	.688	.550	.835	.625	.832	.375	.250	.607	.656	.250	.931	.500	.931



### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourEast  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 1

#### Groups Printed- Heavy Vehicles

Start Time	SARASOTA HARBOUR EAST Southbound				SR 789 Westbound				SARASOTA YACHT CLUB Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	1	1	0	5	0	5	0	0	0	0	0	2	0	2	8
07:15 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	1	0	1	7
07:30 AM	0	0	0	0	0	10	0	10	0	0	0	0	0	4	0	4	14
07:45 AM	0	0	0	0	0	10	0	10	0	0	0	0	0	1	0	1	11
Total	0	0	1	1	0	31	0	31	0	0	0	0	0	8	0	8	40
08:00 AM	0	0	0	0	0	10	0	10	0	0	0	0	0	5	0	5	15
08:15 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	7	1	8	17
08:30 AM	0	0	0	0	2	8	0	10	0	0	0	0	0	6	0	6	16
08:45 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
Total	0	0	0	0	2	33	0	35	0	0	0	0	0	23	1	24	59
09:00 AM	0	0	0	0	0	12	0	12	0	0	0	0	0	8	0	8	20
09:15 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	4	0	4	13
09:30 AM	0	0	0	0	0	13	0	13	0	0	0	0	0	5	1	6	19
09:45 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	5	1	6	14
Total	0	0	0	0	0	42	0	42	0	0	0	0	0	22	2	24	66
10:00 AM	0	0	0	0	0	10	0	10	0	0	2	2	0	10	0	10	22
10:15 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	8	0	8	17
10:30 AM	0	0	0	0	0	11	0	11	0	0	0	0	0	5	1	6	17
10:45 AM	0	0	1	1	0	15	1	16	0	0	0	0	0	8	0	8	25
Total	0	0	1	1	0	45	1	46	0	0	2	2	0	31	1	32	81
11:00 AM	0	0	0	0	0	10	0	10	1	0	0	1	0	10	0	10	21
11:15 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	10	1	11	18
11:30 AM	0	0	0	0	0	13	0	13	0	0	0	0	0	9	0	9	22
11:45 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	8	0	8	16
Total	0	0	0	0	0	38	0	38	1	0	0	1	0	37	1	38	77
12:00 PM	0	0	0	0	0	9	0	9	0	0	0	0	0	16	0	16	25
12:15 PM	0	0	1	1	0	3	1	4	0	0	0	0	0	8	0	8	13
12:30 PM	0	0	0	0	0	12	0	12	0	0	1	1	0	10	2	12	25
12:45 PM	0	0	0	0	0	3	0	3	1	0	0	1	0	12	0	12	16
Total	0	0	1	1	0	27	1	28	1	0	1	2	0	46	2	48	79
01:00 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	8	0	8	16
01:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	9	1	10	15
01:30 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	10	0	10	18
01:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
Total	0	0	0	0	0	25	0	25	0	0	0	0	0	30	1	31	56

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourEast  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 2

#### Groups Printed- Heavy Vehicles

Start Time	SARASOTA HARBOUR EAST Southbound				SR 789 Westbound				SARASOTA YACHT CLUB Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
02:00 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	11	0	11	19
02:15 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	15	0	15	23
02:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	10	1	11	16
02:45 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	8	0	8	16
Total	0	0	0	0	0	29	0	29	0	0	0	0	0	44	1	45	74
03:00 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	14	0	14	21
03:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	12	0	12	16
03:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	16	0	16	20
03:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	11	0	11	14
Total	0	0	0	0	0	18	0	18	0	0	0	0	0	53	0	53	71
04:00 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	8	0	8	14
04:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
04:30 PM	0	0	0	0	1	4	0	5	1	0	0	1	0	13	0	13	19
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10
Total	0	0	0	0	1	18	0	19	1	0	0	1	0	31	0	31	51
05:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
05:30 PM	0	0	1	1	0	2	0	2	0	0	0	0	1	5	0	6	9
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	0	0	1	1	0	9	0	9	0	0	0	0	1	13	0	14	24
06:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	11	0	11	14
Grand Total	0	0	4	4	3	318	2	323	3	0	3	6	1	349	9	359	692
Apprch %	0	0	100		0.9	98.5	0.6		50	0	50		0.3	97.2	2.5		
Total %	0	0	0.6	0.6	0.4	46	0.3	46.7	0.4	0	0.4	0.9	0.1	50.4	1.3	51.9	

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourEast  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 3

Start Time	SARASOTA HARBOUR EAST Southbound				SR 789 Westbound				SARASOTA YACHT CLUB Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:45 AM																	
10:45 AM	0	0	1	1	0	15	1	16	0	0	0	0	0	8	0	8	25
11:00 AM	0	0	0	0	0	10	0	10	1	0	0	1	0	10	0	10	21
11:15 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	10	1	11	18
11:30 AM	0	0	0	0	0	13	0	13	0	0	0	0	0	9	0	9	22
Total Volume	0	0	1	1	0	45	1	46	1	0	0	1	0	37	1	38	86
% App. Total	0	0	100		0	97.8	2.2		100	0	0		0	97.4	2.6		
PHF	.000	.000	.250	.250	.000	.750	.250	.719	.250	.000	.000	.250	.000	.925	.250	.864	.860

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				10:00 AM				09:15 AM				10:45 AM				
+0 mins.	0	0	1	1	0	10	0	10	0	0	0	0	0	8	0	8	
+15 mins.	0	0	0	0	0	9	0	9	0	0	0	0	0	10	0	10	
+30 mins.	0	0	0	0	0	11	0	11	0	0	0	0	0	10	1	11	
+45 mins.	0	0	0	0	0	15	1	16	0	0	2	2	0	9	0	9	
Total Volume	0	0	1	1	0	45	1	46	0	0	2	2	0	37	1	38	
% App. Total	0	0	100		0	97.8	2.2		0	0	100		0	97.4	2.6		
PHF	.000	.000	.250	.250	.000	.750	.250	.719	.000	.000	.250	.250	.000	.925	.250	.864	

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	0	0	0	0	0	9	0	9	0	0	0	0	0	16	0	16	25
12:15 PM	0	0	1	1	0	3	1	4	0	0	0	0	0	8	0	8	13
12:30 PM	0	0	0	0	0	12	0	12	0	0	1	1	0	10	2	12	25
12:45 PM	0	0	0	0	0	3	0	3	1	0	0	1	0	12	0	12	16
Total Volume	0	0	1	1	0	27	1	28	1	0	1	2	0	46	2	48	79
% App. Total	0	0	100		0	96.4	3.6		50	0	50		0	95.8	4.2		
PHF	.000	.000	.250	.250	.000	.563	.250	.583	.250	.000	.250	.500	.000	.719	.250	.750	.790

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM				02:00 PM				12:00 PM				03:00 PM				
+0 mins.	0	0	0	0	0	8	0	8	0	0	0	0	0	14	0	14	
+15 mins.	0	0	1	1	0	8	0	8	0	0	0	0	0	12	0	12	
+30 mins.	0	0	0	0	0	5	0	5	0	0	1	1	0	16	0	16	
+45 mins.	0	0	0	0	0	8	0	8	1	0	0	1	0	11	0	11	
Total Volume	0	0	1	1	0	29	0	29	1	0	1	2	0	53	0	53	
% App. Total	0	0	100		0	100	0		50	0	50		0	100	0		
PHF	.000	.000	.250	.250	.000	.906	.000	.906	.250	.000	.250	.500	.000	.828	.000	.828	

## Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourEast  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 1

### Groups Printed- UTurns

	SARASOTA HARBOUR EAST Southbound				SR 789 Westbound				SARASOTA YACHT CLUB Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
*** BREAK ***																	
08:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
Total	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
*** BREAK ***																	
09:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
10:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	3
*** BREAK ***																	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
01:00 PM	0	0	0	0	3	0	0	3	0	0	0	0	1	0	0	1	4
*** BREAK ***																	
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	3	0	0	3	0	0	0	0	3	0	0	3	6
*** BREAK ***																	
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourEast  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 2

Groups Printed- UTurns

Start Time	SARASOTA HARBOUR EAST Southbound				SR 789 Westbound				SARASOTA YACHT CLUB Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
03:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
*** BREAK ***																	
Total	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
04:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
04:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
*** BREAK ***																	
Total	0	0	0	0	3	0	0	3	0	0	0	0	1	0	0	1	4
*** BREAK ***																	
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
Grand Total	0	0	0	0	14	0	0	14	0	0	0	0	13	0	0	13	27
Apprch %	0	0	0		100	0	0		0	0	0		100	0	0		
Total %	0	0	0	0	51.9	0	0	51.9	0	0	0	0	48.1	0	0	48.1	

Start Time	SARASOTA HARBOUR EAST Southbound				SR 789 Westbound				SARASOTA YACHT CLUB Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:15 AM																	
09:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	3	0	0	3	0	0	0	0	1	0	0	1	4
% App. Total	0	0	0		100	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	.250	.000	.000	.250	1.00

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:00 AM				09:00 AM				07:00 AM				10:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1
Total Volume	0	0	0	0	3	0	0	3	0	0	0	0	2	0	0	2
% App. Total	0	0	0		100	0	0		0	0	0		100	0	0	
PHF	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	.500	.000	.000	.500

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourEast  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 3

Start Time	SARASOTA HARBOUR EAST Southbound				SR 789 Westbound				SARASOTA YACHT CLUB Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	3	0	0	3	0	0	0	0	1	0	0	1	4
Total Volume	0	0	0	0	3	0	0	3	0	0	0	0	3	0	0	3	6
% App. Total	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0	0	
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.750	.000	.000	.750	.375

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM				03:30 PM				12:00 PM				12:15 PM			
+0 mins.	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	2	0	0	2	0	0	0	0	1	0	0	1
Total Volume	0	0	0	0	4	0	0	4	0	0	0	0	3	0	0	3
% App. Total	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.750	.000	.000	.750

# Intersection Pedestrian & Bicycle Count

Date: 5/4/2021

Day: Tuesday

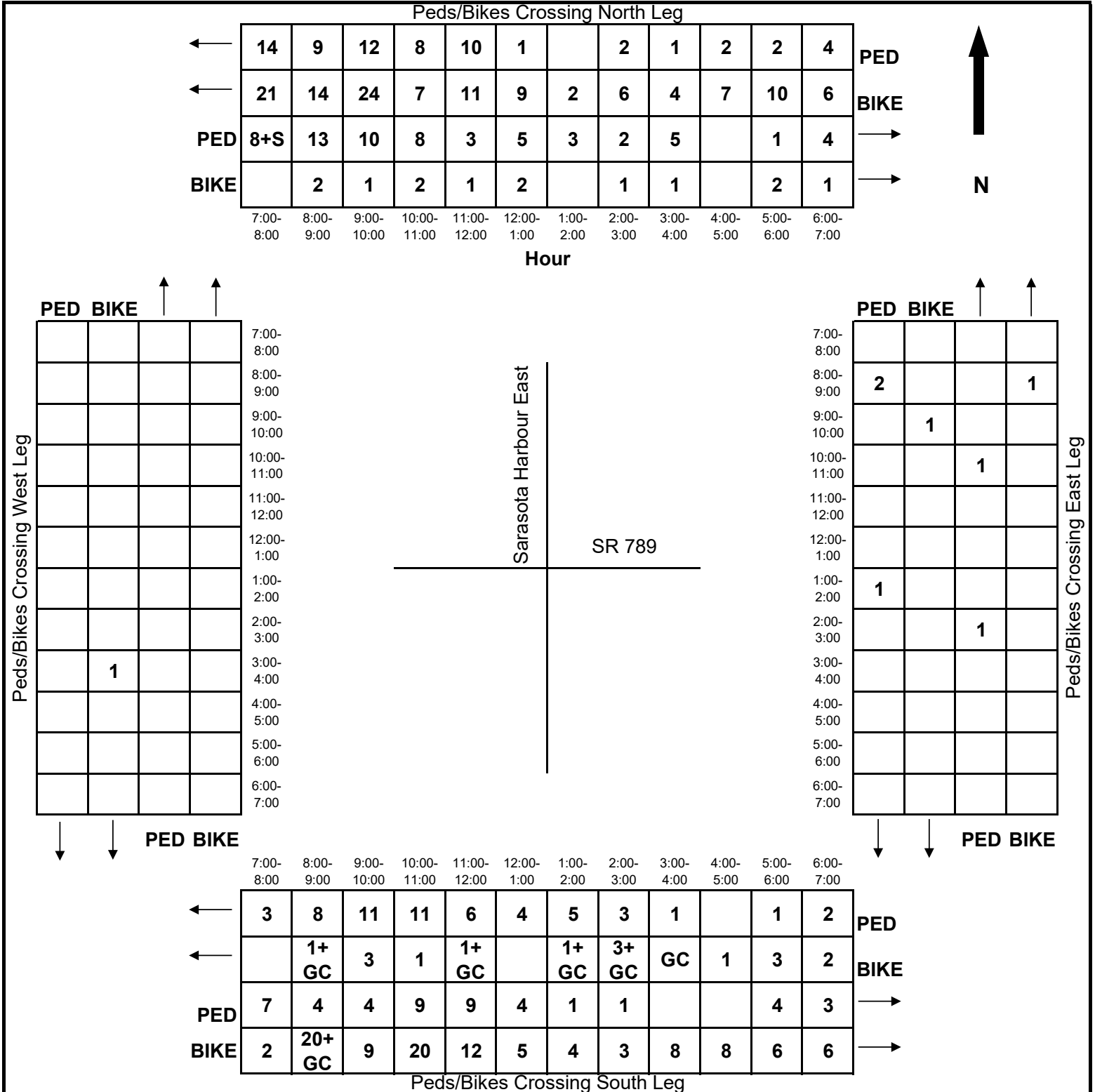
Count Times: 7am - 7pm

Weather: Clear

Intersection: SR 789 at Sarasota Harbour East

Comments: GC - Golf Cart

**C - Children under 12; S - Seniors 65 or over; D - Physical Disability**



### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourEastSAT  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 1

#### Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	SARASOTA HARBOUR EAST Southbound				SR 789 Westbound				SARASOTA YACHT CLUB Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	0	1	4	109	0	113	1	0	0	1	1	81	1	83	198
07:15 AM	0	0	0	0	1	154	0	155	0	0	1	1	0	67	0	67	223
07:30 AM	0	0	0	0	6	198	1	205	0	0	0	0	0	64	0	64	269
07:45 AM	0	0	0	0	8	241	0	249	0	0	1	1	0	107	0	107	357
Total	1	0	0	1	19	702	1	722	1	0	2	3	1	319	1	321	1047
08:00 AM	0	0	1	1	5	214	0	219	1	0	0	1	1	125	0	126	347
08:15 AM	0	0	1	1	7	250	1	258	0	0	0	0	0	135	3	138	397
08:30 AM	0	0	3	3	7	260	0	267	1	0	1	2	0	153	1	154	426
08:45 AM	2	0	0	2	5	314	0	319	1	0	2	3	2	163	0	165	489
Total	2	0	5	7	24	1038	1	1063	3	0	3	6	3	576	4	583	1659
09:00 AM	1	0	0	1	3	325	1	329	0	0	0	0	1	168	3	172	502
09:15 AM	1	0	0	1	2	328	0	330	0	0	0	0	0	201	2	203	534
09:30 AM	2	0	0	2	4	365	1	370	2	0	2	4	0	209	0	209	585
09:45 AM	0	0	1	1	4	387	1	392	0	0	6	6	0	224	0	224	623
Total	4	0	1	5	13	1405	3	1421	2	0	8	10	1	802	5	808	2244
10:00 AM	1	0	1	2	6	434	3	443	3	0	8	11	1	262	0	263	719
10:15 AM	2	0	1	3	3	395	0	398	0	0	3	3	0	249	1	250	654
10:30 AM	1	0	1	2	1	441	1	443	1	0	3	4	1	285	0	286	735
10:45 AM	3	0	0	3	1	448	0	449	1	0	2	3	2	256	4	262	717
Total	7	0	3	10	11	1718	4	1733	5	0	16	21	4	1052	5	1061	2825
11:00 AM	1	0	0	1	5	462	2	469	1	0	3	4	0	295	3	298	772
11:15 AM	0	0	1	1	4	418	2	424	0	0	0	0	0	276	1	277	702
11:30 AM	3	0	1	4	8	486	2	496	0	0	1	1	1	272	1	274	775
11:45 AM	0	0	0	0	10	411	1	422	0	0	3	3	1	277	1	279	704
Total	4	0	2	6	27	1777	7	1811	1	0	7	8	2	1120	6	1128	2953
12:00 PM	1	0	1	2	8	436	0	444	2	0	1	3	1	295	1	297	746
12:15 PM	1	0	0	1	6	414	3	423	1	0	1	2	0	315	0	315	741
12:30 PM	0	0	1	1	4	461	2	467	0	0	0	0	1	289	1	291	759
12:45 PM	2	0	0	2	6	403	0	409	0	0	0	0	0	298	0	298	709
Total	4	0	2	6	24	1714	5	1743	3	0	2	5	2	1197	2	1201	2955
01:00 PM	0	0	1	1	12	414	0	426	0	0	4	4	0	318	1	319	750
01:15 PM	1	0	1	2	7	406	0	413	1	0	2	3	0	304	3	307	725
01:30 PM	2	0	0	2	5	429	0	434	1	0	4	5	0	317	2	319	760
01:45 PM	2	0	1	3	16	421	1	438	2	0	8	10	0	358	0	358	809
Total	5	0	3	8	40	1670	1	1711	4	0	18	22	0	1297	6	1303	3044



### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourEastSAT  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 2

#### Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	SARASOTA HARBOUR EAST Southbound				SR 789 Westbound				SARASOTA YACHT CLUB Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
02:00 PM	0	0	1	1	7	373	1	381	1	0	6	7	1	352	0	353	742
02:15 PM	0	0	0	0	2	365	1	368	0	0	3	3	0	380	2	382	753
02:30 PM	1	0	1	2	8	376	0	384	1	0	3	4	1	412	0	413	803
02:45 PM	0	0	1	1	5	385	3	393	1	0	2	3	1	376	0	377	774
<b>Total</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>22</b>	<b>1499</b>	<b>5</b>	<b>1526</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>17</b>	<b>3</b>	<b>1520</b>	<b>2</b>	<b>1525</b>	<b>3072</b>
03:00 PM	0	0	0	0	8	296	0	304	0	0	3	3	1	402	1	404	711
03:15 PM	0	0	0	0	9	404	2	415	2	0	8	10	0	353	2	355	780
03:30 PM	1	0	0	1	3	394	0	397	0	0	4	4	1	375	0	376	778
03:45 PM	0	0	1	1	7	317	0	324	3	0	4	7	1	398	1	400	732
<b>Total</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>27</b>	<b>1411</b>	<b>2</b>	<b>1440</b>	<b>5</b>	<b>0</b>	<b>19</b>	<b>24</b>	<b>3</b>	<b>1528</b>	<b>4</b>	<b>1535</b>	<b>3001</b>
04:00 PM	1	0	0	1	9	374	0	383	0	0	6	6	1	409	0	410	800
04:15 PM	3	0	0	3	4	319	1	324	3	0	7	10	1	443	0	444	781
04:30 PM	1	0	1	2	3	283	0	286	2	0	3	5	0	440	0	440	733
04:45 PM	0	0	1	1	3	335	0	338	1	0	0	1	1	417	0	418	758
<b>Total</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>19</b>	<b>1311</b>	<b>1</b>	<b>1331</b>	<b>6</b>	<b>0</b>	<b>16</b>	<b>22</b>	<b>3</b>	<b>1709</b>	<b>0</b>	<b>1712</b>	<b>3072</b>
05:00 PM	0	0	1	1	9	322	3	334	4	0	5	9	1	409	0	410	754
05:15 PM	1	1	0	2	10	318	0	328	0	0	3	3	2	384	2	388	721
05:30 PM	0	0	0	0	9	288	0	297	2	0	3	5	1	390	2	393	695
05:45 PM	1	0	0	1	5	283	0	288	1	0	1	2	0	366	1	367	658
<b>Total</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>33</b>	<b>1211</b>	<b>3</b>	<b>1247</b>	<b>7</b>	<b>0</b>	<b>12</b>	<b>19</b>	<b>4</b>	<b>1549</b>	<b>5</b>	<b>1558</b>	<b>2828</b>
06:00 PM	0	0	1	1	10	271	1	282	0	0	1	1	0	353	2	355	639
06:15 PM	0	0	1	1	11	227	0	238	0	0	1	1	1	374	1	376	616
06:30 PM	1	0	1	2	3	300	1	304	0	0	1	1	0	324	5	329	636
06:45 PM	1	0	0	1	2	262	1	265	0	0	2	2	0	307	2	309	577
<b>Total</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>26</b>	<b>1060</b>	<b>3</b>	<b>1089</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>1358</b>	<b>10</b>	<b>1369</b>	<b>2468</b>
<b>Grand Total</b>	<b>38</b>	<b>1</b>	<b>26</b>	<b>65</b>	<b>285</b>	<b>16516</b>	<b>36</b>	<b>16837</b>	<b>40</b>	<b>0</b>	<b>122</b>	<b>162</b>	<b>27</b>	<b>14027</b>	<b>50</b>	<b>14104</b>	<b>31168</b>
Apprch %	58.5	1.5	40		1.7	98.1	0.2		24.7	0	75.3		0.2	99.5	0.4		
Total %	0.1	0	0.1	0.2	0.9	53	0.1	54	0.1	0	0.4	0.5	0.1	45	0.2	45.3	
Passenger Vehicles	38	1	25	64	222	16364	35	16621	37	0	122	159	17	13878	46	13941	30785
% Passenger Vehicles	100	100	96.2	98.5	77.9	99.1	97.2	98.7	92.5	0	100	98.1	63	98.9	92	98.8	98.8
Heavy Vehicles	0	0	1	1	2	152	1	155	3	0	0	3	0	149	4	153	312
% Heavy Vehicles	0	0	3.8	1.5	0.7	0.9	2.8	0.9	7.5	0	0	1.9	0	1.1	8	1.1	1
UTurns	0	0	0	0	61	0	0	61	0	0	0	0	10	0	0	10	71
% UTurns	0	0	0	0	21.4	0	0	0.4	0	0	0	0	37	0	0	0.1	0.2

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourEastSAT  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 3

Start Time	SARASOTA HARBOUR EAST Southbound				SR 789 Westbound				SARASOTA YACHT CLUB Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:45 AM																	
10:45 AM	3	0	0	3	1	448	0	449	1	0	2	3	2	256	4	262	717
11:00 AM	1	0	0	1	5	462	2	469	1	0	3	4	0	295	3	298	772
11:15 AM	0	0	1	1	4	418	2	424	0	0	0	0	0	276	1	277	702
11:30 AM	3	0	1	4	8	486	2	496	0	0	1	1	1	272	1	274	775
Total Volume	7	0	2	9	18	1814	6	1838	2	0	6	8	3	1099	9	1111	2966
% App. Total	77.8	0	22.2		1	98.7	0.3		25	0	75		0.3	98.9	0.8		
PHF	.583	.000	.500	.563	.563	.933	.750	.926	.500	.000	.500	.500	.375	.931	.563	.932	.957

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	10:00 AM				10:45 AM				09:30 AM				11:00 AM			
+0 mins.	1	0	1	2	1	448	0	449	2	0	2	4	0	295	3	298
+15 mins.	2	0	1	3	5	462	2	469	0	0	6	6	0	276	1	277
+30 mins.	1	0	1	2	4	418	2	424	3	0	8	11	1	272	1	274
+45 mins.	3	0	0	3	8	486	2	496	0	0	3	3	1	277	1	279
Total Volume	7	0	3	10	18	1814	6	1838	5	0	19	24	2	1120	6	1128
% App. Total	70	0	30		1	98.7	0.3		20.8	0	79.2		0.2	99.3	0.5	
PHF	.583	.000	.750	.833	.563	.933	.750	.926	.417	.000	.594	.545	.500	.949	.500	.946

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 01:45 PM

01:45 PM	2	0	1	3	16	421	1	438	2	0	8	10	0	358	0	358	809
02:00 PM	0	0	1	1	7	373	1	381	1	0	6	7	1	352	0	353	742
02:15 PM	0	0	0	0	2	365	1	368	0	0	3	3	0	380	2	382	753
02:30 PM	1	0	1	2	8	376	0	384	1	0	3	4	1	412	0	413	803
Total Volume	3	0	3	6	33	1535	3	1571	4	0	20	24	2	1502	2	1506	3107
% App. Total	50	0	50		2.1	97.7	0.2		16.7	0	83.3		0.1	99.7	0.1		
PHF	.375	.000	.750	.500	.516	.912	.750	.897	.500	.000	.625	.600	.500	.911	.250	.912	.960

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	01:00 PM				12:00 PM				03:45 PM				04:00 PM			
+0 mins.	0	0	1	1	8	436	0	444	3	0	4	7	1	409	0	410
+15 mins.	1	0	1	2	6	414	3	423	0	0	6	6	1	443	0	444
+30 mins.	2	0	0	2	4	461	2	467	3	0	7	10	0	440	0	440
+45 mins.	2	0	1	3	6	403	0	409	2	0	3	5	1	417	0	418
Total Volume	5	0	3	8	24	1714	5	1743	8	0	20	28	3	1709	0	1712
% App. Total	62.5	0	37.5		1.4	98.3	0.3		28.6	0	71.4		0.2	99.8	0	
PHF	.625	.000	.750	.667	.750	.930	.417	.933	.667	.000	.714	.700	.750	.964	.000	.964

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourEastSAT  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 1

#### Groups Printed- Passenger Vehicles

Start Time	SARASOTA HARBOUR EAST Southbound				SR 789 Westbound				SARASOTA YACHT CLUB Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	0	1	3	108	0	111	1	0	0	1	1	79	1	81	194
07:15 AM	0	0	0	0	1	151	0	152	0	0	1	1	0	67	0	67	220
07:30 AM	0	0	0	0	6	193	1	200	0	0	0	0	0	64	0	64	264
07:45 AM	0	0	0	0	5	236	0	241	0	0	1	1	0	106	0	106	348
Total	1	0	0	1	15	688	1	704	1	0	2	3	1	316	1	318	1026
08:00 AM	0	0	1	1	5	211	0	216	0	0	0	0	0	121	0	121	338
08:15 AM	0	0	1	1	7	245	1	253	0	0	0	0	0	134	3	137	391
08:30 AM	0	0	3	3	7	257	0	264	1	0	1	2	0	149	1	150	419
08:45 AM	2	0	0	2	5	308	0	313	0	0	2	2	1	162	0	163	480
Total	2	0	5	7	24	1021	1	1046	1	0	3	4	1	566	4	571	1628
09:00 AM	1	0	0	1	2	324	1	327	0	0	0	0	0	167	2	169	497
09:15 AM	1	0	0	1	2	324	0	326	0	0	0	0	0	198	2	200	527
09:30 AM	2	0	0	2	4	361	1	366	2	0	2	4	0	205	0	205	577
09:45 AM	0	0	1	1	3	383	1	387	0	0	6	6	0	223	0	223	617
Total	4	0	1	5	11	1392	3	1406	2	0	8	10	0	793	4	797	2218
10:00 AM	1	0	1	2	5	427	3	435	3	0	8	11	1	258	0	259	707
10:15 AM	2	0	1	3	3	393	0	396	0	0	3	3	0	245	1	246	648
10:30 AM	1	0	1	2	1	437	1	439	1	0	3	4	1	281	0	282	727
10:45 AM	3	0	0	3	0	444	0	444	1	0	2	3	2	254	3	259	709
Total	7	0	3	10	9	1701	4	1714	5	0	16	21	4	1038	4	1046	2791
11:00 AM	1	0	0	1	5	454	2	461	1	0	3	4	0	290	3	293	759
11:15 AM	0	0	0	0	4	414	1	419	0	0	0	0	0	272	0	272	691
11:30 AM	3	0	1	4	7	481	2	490	0	0	1	1	1	268	1	270	765
11:45 AM	0	0	0	0	5	407	1	413	0	0	3	3	1	273	1	275	691
Total	4	0	1	5	21	1756	6	1783	1	0	7	8	2	1103	5	1110	2906
12:00 PM	1	0	1	2	6	431	0	437	2	0	1	3	1	290	1	292	734
12:15 PM	1	0	0	1	1	413	3	417	1	0	1	2	0	309	0	309	729
12:30 PM	0	0	1	1	3	457	2	462	0	0	0	0	0	285	1	286	749
12:45 PM	2	0	0	2	4	401	0	405	0	0	0	0	0	295	0	295	702
Total	4	0	2	6	14	1702	5	1721	3	0	2	5	1	1179	2	1182	2914
01:00 PM	0	0	1	1	7	411	0	418	0	0	4	4	0	313	0	313	736
01:15 PM	1	0	1	2	3	404	0	407	1	0	2	3	0	303	3	306	718
01:30 PM	2	0	0	2	3	425	0	428	1	0	4	5	0	312	2	314	749
01:45 PM	2	0	1	3	6	420	1	427	2	0	8	10	0	356	0	356	796
Total	5	0	3	8	19	1660	1	1680	4	0	18	22	0	1284	5	1289	2999

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourEastSAT  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 2

#### Groups Printed- Passenger Vehicles

Start Time	SARASOTA HARBOUR EAST Southbound				SR 789 Westbound				SARASOTA YACHT CLUB Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
02:00 PM	0	0	1	1	5	368	1	374	1	0	6	7	0	343	0	343	725
02:15 PM	0	0	0	0	2	361	1	364	0	0	3	3	0	380	2	382	749
02:30 PM	1	0	1	2	8	370	0	378	1	0	3	4	1	407	0	408	792
02:45 PM	0	0	1	1	4	384	3	391	1	0	2	3	1	372	0	373	768
Total	1	0	3	4	19	1483	5	1507	3	0	14	17	2	1502	2	1506	3034
03:00 PM	0	0	0	0	7	291	0	298	0	0	3	3	1	400	1	402	703
03:15 PM	0	0	0	0	7	401	2	410	1	0	8	9	0	350	2	352	771
03:30 PM	1	0	0	1	3	391	0	394	0	0	4	4	0	372	0	372	771
03:45 PM	0	0	1	1	7	317	0	324	3	0	4	7	1	395	1	397	729
Total	1	0	1	2	24	1400	2	1426	4	0	19	23	2	1517	4	1523	2974
04:00 PM	1	0	0	1	6	370	0	376	0	0	6	6	1	406	0	407	790
04:15 PM	3	0	0	3	3	318	1	322	3	0	7	10	0	440	0	440	775
04:30 PM	1	0	1	2	3	280	0	283	2	0	3	5	0	438	0	438	728
04:45 PM	0	0	1	1	3	335	0	338	1	0	0	1	1	413	0	414	754
Total	5	0	2	7	15	1303	1	1319	6	0	16	22	2	1697	0	1699	3047
05:00 PM	0	0	1	1	7	319	3	329	4	0	5	9	0	402	0	402	741
05:15 PM	1	1	0	2	9	318	0	327	0	0	3	3	1	382	2	385	717
05:30 PM	0	0	0	0	8	285	0	293	2	0	3	5	0	385	2	387	685
05:45 PM	1	0	0	1	4	282	0	286	1	0	1	2	0	364	1	365	654
Total	2	1	1	4	28	1204	3	1235	7	0	12	19	1	1533	5	1539	2797
06:00 PM	0	0	1	1	9	270	1	280	0	0	1	1	0	348	2	350	632
06:15 PM	0	0	1	1	10	225	0	235	0	0	1	1	1	372	1	374	611
06:30 PM	1	0	1	2	2	297	1	300	0	0	1	1	0	323	5	328	631
06:45 PM	1	0	0	1	2	262	1	265	0	0	2	2	0	307	2	309	577
Total	2	0	3	5	23	1054	3	1080	0	0	5	5	1	1350	10	1361	2451
Grand Total	38	1	25	64	222	16364	35	16621	37	0	122	159	17	13878	46	13941	30785
Apprch %	59.4	1.6	39.1		1.3	98.5	0.2		23.3	0	76.7		0.1	99.5	0.3		
Total %	0.1	0	0.1	0.2	0.7	53.2	0.1	54	0.1	0	0.4	0.5	0.1	45.1	0.1	45.3	

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourEastSAT  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 3

Start Time	SARASOTA HARBOUR EAST Southbound				SR 789 Westbound				SARASOTA YACHT CLUB Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:45 AM																	
10:45 AM	3	0	0	3	0	444	0	444	1	0	2	3	2	254	3	259	709
11:00 AM	1	0	0	1	5	454	2	461	1	0	3	4	0	290	3	293	759
11:15 AM	0	0	0	0	4	414	1	419	0	0	0	0	0	272	0	272	691
11:30 AM	3	0	1	4	7	481	2	490	0	0	1	1	1	268	1	270	765
Total Volume	7	0	1	8	16	1793	5	1814	2	0	6	8	3	1084	7	1094	2924
% App. Total	87.5	0	12.5		0.9	98.8	0.3		25	0	75		0.3	99.1	0.6		
PHF	.583	.000	.250	.500	.571	.932	.625	.926	.500	.000	.500	.500	.375	.934	.583	.933	.956

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	10:00 AM				10:45 AM				09:30 AM				11:00 AM			
+0 mins.	1	0	1	2	0	444	0	444	2	0	2	4	0	290	3	293
+15 mins.	2	0	1	3	5	454	2	461	0	0	6	6	0	272	0	272
+30 mins.	1	0	1	2	4	414	1	419	3	0	8	11	1	268	1	270
+45 mins.	3	0	0	3	7	481	2	490	0	0	3	3	1	273	1	275
Total Volume	7	0	3	10	16	1793	5	1814	5	0	19	24	2	1103	5	1110
% App. Total	70	0	30		0.9	98.8	0.3		20.8	0	79.2		0.2	99.4	0.5	
PHF	.583	.000	.750	.833	.571	.932	.625	.926	.417	.000	.594	.545	.500	.951	.417	.947

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	1	0	0	1	3	391	0	394	0	0	4	4	0	372	0	372	771
03:45 PM	0	0	1	1	7	317	0	324	3	0	4	7	1	395	1	397	729
04:00 PM	1	0	0	1	6	370	0	376	0	0	6	6	1	406	0	407	790
04:15 PM	3	0	0	3	3	318	1	322	3	0	7	10	0	440	0	440	775
Total Volume	5	0	1	6	19	1396	1	1416	6	0	21	27	2	1613	1	1616	3065
% App. Total	83.3	0	16.7		1.3	98.6	0.1		22.2	0	77.8		0.1	99.8	0.1		
PHF	.417	.000	.250	.500	.679	.893	.250	.898	.500	.000	.750	.675	.500	.916	.250	.918	.970

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	01:00 PM				12:00 PM				03:45 PM				04:00 PM			
+0 mins.	0	0	1	1	6	431	0	437	3	0	4	7	1	406	0	407
+15 mins.	1	0	1	2	1	413	3	417	0	0	6	6	0	440	0	440
+30 mins.	2	0	0	2	3	457	2	462	3	0	7	10	0	438	0	438
+45 mins.	2	0	1	3	4	401	0	405	2	0	3	5	1	413	0	414
Total Volume	5	0	3	8	14	1702	5	1721	8	0	20	28	2	1697	0	1699
% App. Total	62.5	0	37.5		0.8	98.9	0.3		28.6	0	71.4		0.1	99.9	0	
PHF	.625	.000	.750	.667	.583	.931	.417	.931	.667	.000	.714	.700	.500	.964	.000	.965

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourEastSAT  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 1

#### Groups Printed- Heavy Vehicles

Start Time	SARASOTA HARBOUR EAST Southbound				SR 789 Westbound				SARASOTA YACHT CLUB Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
07:45 AM	0	0	0	0	1	5	0	6	0	0	0	0	0	1	0	1	7
Total	0	0	0	0	1	14	0	15	0	0	0	0	0	3	0	3	18
08:00 AM	0	0	0	0	0	3	0	3	1	0	0	1	0	4	0	4	8
08:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	1	0	1	6
08:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
08:45 AM	0	0	0	0	0	6	0	6	1	0	0	1	0	1	0	1	8
Total	0	0	0	0	0	17	0	17	2	0	0	2	0	10	0	10	29
09:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	3
09:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
09:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
09:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
Total	0	0	0	0	0	13	0	13	0	0	0	0	0	9	1	10	23
10:00 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	4	0	4	11
10:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
10:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
10:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	1	3	7
Total	0	0	0	0	0	17	0	17	0	0	0	0	0	14	1	15	32
11:00 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5	13
11:15 AM	0	0	1	1	0	4	1	5	0	0	0	0	0	4	1	5	11
11:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
11:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
Total	0	0	1	1	0	21	1	22	0	0	0	0	0	17	1	18	41
12:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5	10
12:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	6	0	6	7
12:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
12:45 PM	0	0	0	0	1	2	0	3	0	0	0	0	0	3	0	3	6
Total	0	0	0	0	1	12	0	13	0	0	0	0	0	18	0	18	31
01:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	1	6	9
01:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
01:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
01:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	0	0	0	0	10	0	10	0	0	0	0	0	13	1	14	24

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourEastSAT  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 2

#### Groups Printed- Heavy Vehicles

Start Time	SARASOTA HARBOUR EAST Southbound				SR 789 Westbound				SARASOTA YACHT CLUB Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
02:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	9	0	9	14
02:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
02:30 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
02:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
Total	0	0	0	0	0	16	0	16	0	0	0	0	0	18	0	18	34
03:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
03:15 PM	0	0	0	0	0	3	0	3	1	0	0	1	0	3	0	3	7
03:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Total	0	0	0	0	0	11	0	11	1	0	0	1	0	11	0	11	23
04:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
Total	0	0	0	0	0	8	0	8	0	0	0	0	0	12	0	12	20
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	7	0	7	10
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	0	0	0	0	7	0	7	0	0	0	0	0	16	0	16	23
06:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
06:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
06:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
*** BREAK ***																	
Total	0	0	0	0	0	6	0	6	0	0	0	0	0	8	0	8	14
Grand Total	0	0	1	1	2	152	1	155	3	0	0	3	0	149	4	153	312
Apprch %	0	0	100		1.3	98.1	0.6		100	0	0		0	97.4	2.6		
Total %	0	0	0.3	0.3	0.6	48.7	0.3	49.7	1	0	0	1	0	47.8	1.3	49	

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourEastSAT  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 3

Start Time	SARASOTA HARBOUR EAST Southbound				SR 789 Westbound				SARASOTA YACHT CLUB Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5	13
11:15 AM	0	0	1	1	0	4	1	5	0	0	0	0	0	4	1	5	11
11:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
11:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
Total Volume	0	0	1	1	0	21	1	22	0	0	0	0	0	17	1	18	41
% App. Total	0	0	100		0	95.5	4.5		0	0	0		0	94.4	5.6		
PHF	.000	.000	.250	.250	.000	.656	.250	.688	.000	.000	.000	.000	.000	.850	.250	.900	.788

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	10:30 AM				10:45 AM				08:00 AM				11:00 AM				
+0 mins.	0	0	0	0	0	4	0	4	1	0	0	1	0	5	0	5	
+15 mins.	0	0	0	0	0	8	0	8	0	0	0	0	0	4	1	5	
+30 mins.	0	0	0	0	0	4	1	5	0	0	0	0	0	4	0	4	
+45 mins.	0	0	1	1	0	5	0	5	1	0	0	1	0	4	0	4	
Total Volume	0	0	1	1	0	21	1	22	2	0	0	2	0	17	1	18	
% App. Total	0	0	100		0	95.5	4.5		100	0	0		0	94.4	5.6		
PHF	.000	.000	.250	.250	.000	.656	.250	.688	.500	.000	.000	.500	.000	.850	.250	.900	

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:00 PM

02:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	9	0	9	14
02:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
02:30 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
02:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
Total Volume	0	0	0	0	0	16	0	16	0	0	0	0	0	18	0	18	34
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.000	.000	.000	.500	.000	.500	.607

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM				01:45 PM				02:30 PM				12:15 PM				
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	6	0	6	
+15 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	
+45 mins.	0	0	0	0	0	6	0	6	1	0	0	1	0	5	1	6	
Total Volume	0	0	0	0	0	16	0	16	1	0	0	1	0	18	1	19	
% App. Total	0	0	0		0	100	0		100	0	0		0	94.7	5.3		
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.250	.000	.000	.250	.000	.750	.250	.792	



### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourEastSAT  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 1

Groups Printed- UTurns

	SARASOTA HARBOUR EAST Southbound				SR 789 Westbound				SARASOTA YACHT CLUB Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
07:45 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
09:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
*** BREAK ***																	
09:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	2	0	0	0	0	1	0	0	1	3
10:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
10:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
*** BREAK ***																	
11:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	5
Total	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	6
12:00 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	5
12:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
12:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	9	0	0	9	0	0	0	0	1	0	0	1	10
01:00 PM	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	5
01:15 PM	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4
01:30 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
01:45 PM	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	10
Total	0	0	0	0	21	0	0	21	0	0	0	0	0	0	0	0	21
02:00 PM	0	0	0	0	2	0	0	2	0	0	0	0	1	0	0	1	3
*** BREAK ***																	
02:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	3	0	0	3	0	0	0	0	1	0	0	1	4

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourEastSAT  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 2

Groups Printed- UTurns

Start Time	SARASOTA HARBOUR EAST Southbound				SR 789 Westbound				SARASOTA YACHT CLUB Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
Total	0	0	0	0	3	0	0	3	0	0	0	0	1	0	0	1	4
04:00 PM	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
*** BREAK ***																	
Total	0	0	0	0	4	0	0	4	0	0	0	0	1	0	0	1	5
05:00 PM	0	0	0	0	2	0	0	2	0	0	0	0	1	0	0	1	3
05:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
05:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
05:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	5	0	0	5	0	0	0	0	3	0	0	3	8
06:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
Grand Total	0	0	0	0	61	0	0	61	0	0	0	0	10	0	0	10	71
Aprch %	0	0	0	0	100	0	0	100	0	0	0	0	100	0	0	100	
Total %	0	0	0	0	85.9	0	0	85.9	0	0	0	0	14.1	0	0	14.1	

Start Time	SARASOTA HARBOUR EAST Southbound				SR 789 Westbound				SARASOTA YACHT CLUB Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	5
Total Volume	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	6
% App. Total	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	100
PHF	.000	.000	.000	.000	.300	.000	.000	.300	.000	.000	.000	.000	.000	.000	.000	.000	.300

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourEastSAT  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 3

Start Time	SARASOTA HARBOUR EAST Southbound				SR 789 Westbound				SARASOTA YACHT CLUB Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				11:00 AM				07:00 AM				08:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	5	0	0	5	0	0	0	0	1	0	0	1	
Total Volume	0	0	0	0	6	0	0	6	0	0	0	0	2	0	0	2	
% App. Total	0	0	0	0	100	0	0	100	0	0	0	0	100	0	0	100	
PHF	.000	.000	.000	.000	.300	.000	.000	.300	.000	.000	.000	.000	.500	.000	.000	.500	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	5
01:15 PM	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4
01:30 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
01:45 PM	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	10
Total Volume	0	0	0	0	21	0	0	21	0	0	0	0	0	0	0	0	21
% App. Total	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	100
PHF	.000	.000	.000	.000	.525	.000	.000	.525	.000	.000	.000	.000	.000	.000	.000	.000	.525
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	12:00 PM				01:00 PM				12:00 PM				04:45 PM				
+0 mins.	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	4	0	0	4	0	0	0	0	1	0	0	1	
+30 mins.	0	0	0	0	2	0	0	2	0	0	0	0	1	0	0	1	
+45 mins.	0	0	0	0	10	0	0	10	0	0	0	0	1	0	0	1	
Total Volume	0	0	0	0	21	0	0	21	0	0	0	0	3	0	0	3	
% App. Total	0	0	0	0	100	0	0	100	0	0	0	0	100	0	0	100	
PHF	.000	.000	.000	.000	.525	.000	.000	.525	.000	.000	.000	.000	.750	.000	.000	.750	

# Intersection Pedestrian & Bicycle Count

Date: 5/1/2021

Day: Saturday

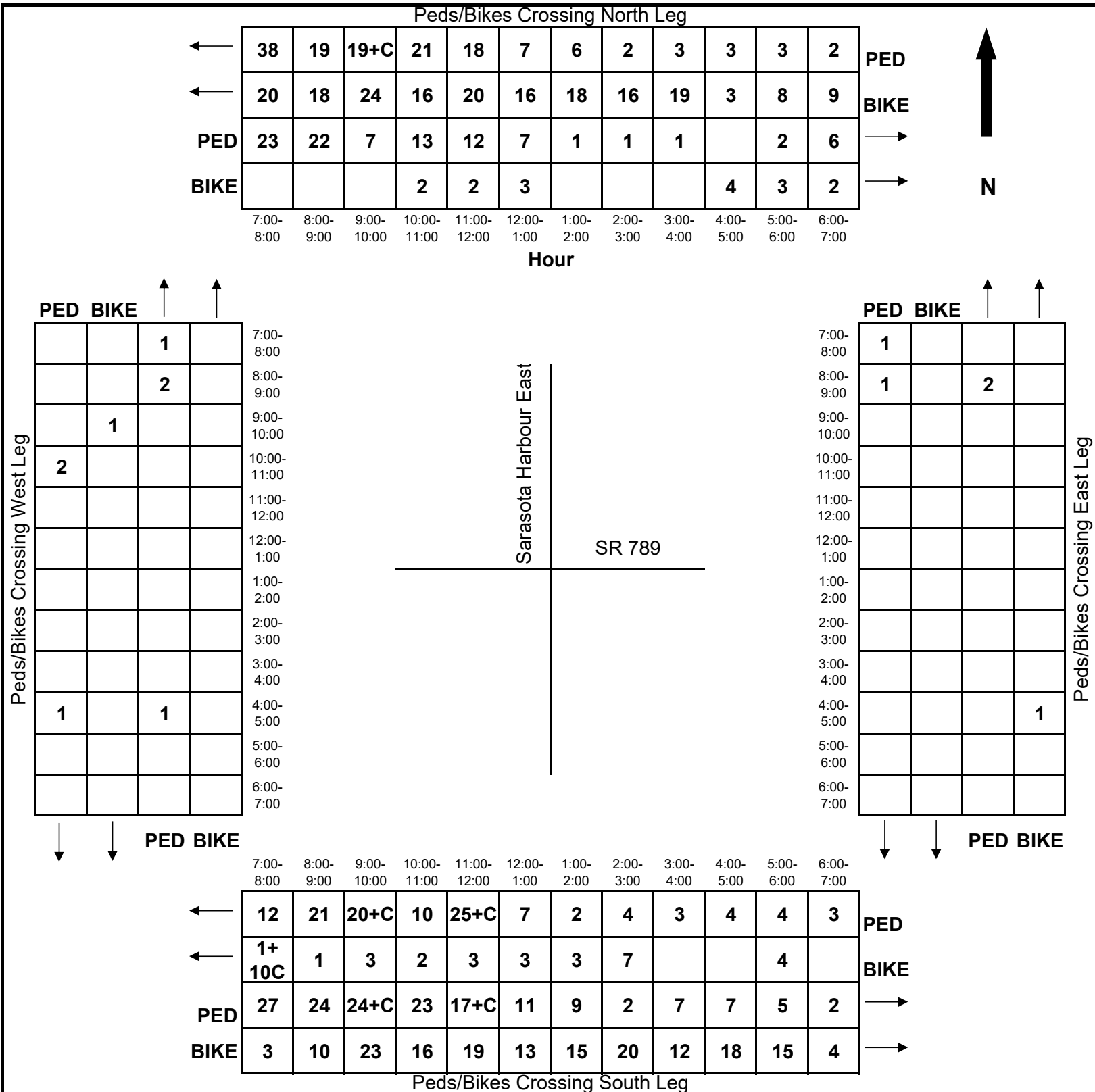
Count Times: 7am - 7pm

Weather: Clear

Intersection: SR 789 at Sarasota Harbour East

Comments: \_\_\_\_\_

**C - Children under 12; S - Seniors 65 or over; D - Physical Disability**



## Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourWest  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 1

### Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	SARASOTA HARBOUR WEST Southbound				SR 789 Westbound				PLYMOUTH HARBOR Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	9	140	1	150	1	0	18	19	0	74	2	76	245
07:15 AM	0	0	1	1	16	197	0	213	0	0	4	4	0	95	1	96	314
07:30 AM	1	0	0	1	29	256	1	286	1	0	8	9	0	110	1	111	407
07:45 AM	0	0	0	0	15	344	0	359	1	0	5	6	0	127	1	128	493
Total	1	0	1	2	69	937	2	1008	3	0	35	38	0	406	5	411	1459
08:00 AM	1	0	0	1	21	295	0	316	2	0	3	5	1	135	4	140	462
08:15 AM	2	0	0	2	20	301	0	321	0	0	8	8	0	157	1	158	489
08:30 AM	2	0	0	2	9	301	1	311	0	0	5	5	0	194	1	195	513
08:45 AM	1	0	0	1	13	328	0	341	0	0	3	3	1	176	0	177	522
Total	6	0	0	6	63	1225	1	1289	2	0	19	21	2	662	6	670	1986
09:00 AM	0	0	0	0	7	254	0	261	0	0	5	5	1	186	0	187	453
09:15 AM	2	0	0	2	9	282	1	292	1	0	3	4	2	209	1	212	510
09:30 AM	2	0	0	2	10	229	0	239	1	0	4	5	0	231	1	232	478
09:45 AM	2	0	1	3	15	257	1	273	2	0	7	9	0	243	0	243	528
Total	6	0	1	7	41	1022	2	1065	4	0	19	23	3	869	2	874	1969
10:00 AM	0	0	0	0	7	264	1	272	2	0	10	12	0	219	3	222	506
10:15 AM	0	0	0	0	11	244	1	256	0	0	10	10	0	226	1	227	493
10:30 AM	1	0	0	1	6	271	0	277	2	0	8	10	1	264	1	266	554
10:45 AM	2	0	0	2	10	270	2	282	2	0	4	6	1	261	2	264	554
Total	3	0	0	3	34	1049	4	1087	6	0	32	38	2	970	7	979	2107
11:00 AM	3	0	0	3	14	259	0	273	2	0	6	8	1	268	1	270	554
11:15 AM	0	0	0	0	7	264	0	271	3	0	8	11	3	264	4	271	553
11:30 AM	3	0	0	3	11	253	1	265	1	0	9	10	3	255	1	259	537
11:45 AM	1	0	0	1	8	237	3	248	0	0	9	9	2	254	5	261	519
Total	7	0	0	7	40	1013	4	1057	6	0	32	38	9	1041	11	1061	2163
12:00 PM	0	0	0	0	5	256	1	262	4	0	9	13	1	271	5	277	552
12:15 PM	3	0	0	3	16	249	1	266	3	0	13	16	3	261	0	264	549
12:30 PM	0	0	0	0	6	265	2	273	2	0	7	9	0	260	1	261	543
12:45 PM	1	0	0	1	8	267	0	275	1	0	9	10	2	280	3	285	571
Total	4	0	0	4	35	1037	4	1076	10	0	38	48	6	1072	9	1087	2215
01:00 PM	0	0	0	0	3	258	1	262	0	0	4	4	0	237	2	239	505
01:15 PM	2	0	0	2	6	257	2	265	2	0	9	11	2	280	2	284	562
01:30 PM	1	0	0	1	2	269	1	272	0	0	10	10	1	277	3	281	564
01:45 PM	0	0	0	0	9	253	1	263	0	0	6	6	1	257	2	260	529
Total	3	0	0	3	20	1037	5	1062	2	0	29	31	4	1051	9	1064	2160

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourWest  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 2

#### Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	SARASOTA HARBOUR WEST Southbound				SR 789 Westbound				PLYMOUTH HARBOR Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
02:00 PM	0	0	0	0	13	245	1	259	4	0	10	14	0	280	2	282	555
02:15 PM	2	0	0	2	9	257	2	268	0	0	4	4	0	324	5	329	603
02:30 PM	2	1	0	3	8	288	0	296	5	0	10	15	2	288	0	290	604
02:45 PM	0	0	0	0	12	268	0	280	7	0	15	22	2	304	2	308	610
Total	4	1	0	5	42	1058	3	1103	16	0	39	55	4	1196	9	1209	2372
03:00 PM	3	0	0	3	11	253	0	264	3	0	13	16	2	321	4	327	610
03:15 PM	0	0	0	0	8	272	0	280	0	0	11	11	1	342	1	344	635
03:30 PM	2	0	1	3	11	293	2	306	2	0	16	18	1	388	1	390	717
03:45 PM	1	0	0	1	12	351	1	364	1	0	11	12	1	328	1	330	707
Total	6	0	1	7	42	1169	3	1214	6	0	51	57	5	1379	7	1391	2669
04:00 PM	1	0	0	1	3	249	2	254	2	0	30	32	1	383	1	385	672
04:15 PM	2	0	0	2	7	249	1	257	1	0	8	9	1	365	5	371	639
04:30 PM	0	0	0	0	11	252	1	264	4	0	20	24	1	392	0	393	681
04:45 PM	0	0	0	0	4	243	1	248	1	0	6	7	4	296	1	301	556
Total	3	0	0	3	25	993	5	1023	8	0	64	72	7	1436	7	1450	2548
05:00 PM	2	0	0	2	5	249	0	254	2	0	12	14	0	351	1	352	622
05:15 PM	1	0	0	1	6	218	1	225	2	0	17	19	0	321	3	324	569
05:30 PM	2	0	0	2	2	224	3	229	0	0	13	13	0	298	1	299	543
05:45 PM	0	0	0	0	4	220	1	225	3	0	10	13	0	253	1	254	492
Total	5	0	0	5	17	911	5	933	7	0	52	59	0	1223	6	1229	2226
06:00 PM	0	0	0	0	1	220	0	221	2	0	6	8	0	234	3	237	466
06:15 PM	1	0	0	1	5	201	2	208	0	0	5	5	2	227	0	229	443
06:30 PM	0	0	0	0	5	214	1	220	0	0	4	4	1	209	0	210	434
06:45 PM	0	0	0	0	4	225	1	230	0	0	3	3	0	169	2	171	404
Total	1	0	0	1	15	860	4	879	2	0	18	20	3	839	5	847	1747
Grand Total	49	1	3	53	443	12311	42	12796	72	0	428	500	45	12144	83	12272	25621
Apprch %	92.5	1.9	5.7		3.5	96.2	0.3		14.4	0	85.6		0.4	99	0.7		
Total %	0.2	0	0	0.2	1.7	48.1	0.2	49.9	0.3	0	1.7	2	0.2	47.4	0.3	47.9	
Passenger Vehicles	48	1	2	51	416	12003	39	12458	66	0	408	474	8	11806	72	11886	24869
% Passenger Vehicles	98	100	66.7	96.2	93.9	97.5	92.9	97.4	91.7	0	95.3	94.8	17.8	97.2	86.7	96.9	97.1
Heavy Vehicles	1	0	1	2	14	308	3	325	6	0	20	26	1	338	11	350	703
% Heavy Vehicles	2	0	33.3	3.8	3.2	2.5	7.1	2.5	8.3	0	4.7	5.2	2.2	2.8	13.3	2.9	2.7
UTurns	0	0	0	0	13	0	0	13	0	0	0	0	36	0	0	36	49
% UTurns	0	0	0	0	2.9	0	0	0.1	0	0	0	0	80	0	0	0.3	0.2

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourWest  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 3

Start Time	SARASOTA HARBOUR WEST Southbound				SR 789 Westbound				PLYMOUTH HARBOR Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:30 AM																	
10:30 AM	1	0	0	1	6	271	0	277	2	0	8	10	1	264	1	266	554
10:45 AM	2	0	0	2	10	270	2	282	2	0	4	6	1	261	2	264	554
11:00 AM	3	0	0	3	14	259	0	273	2	0	6	8	1	268	1	270	554
11:15 AM	0	0	0	0	7	264	0	271	3	0	8	11	3	264	4	271	553
Total Volume	6	0	0	6	37	1064	2	1103	9	0	26	35	6	1057	8	1071	2215
% App. Total	100	0	0		3.4	96.5	0.2		25.7	0	74.3		0.6	98.7	0.7		
PHF	.500	.000	.000	.500	.661	.982	.250	.978	.750	.000	.813	.795	.500	.986	.500	.988	1.000

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	10:45 AM				07:45 AM				09:45 AM				10:30 AM			
+0 mins.	2	0	0	2	15	344	0	359	2	0	7	9	1	264	1	266
+15 mins.	3	0	0	3	21	295	0	316	2	0	10	12	1	261	2	264
+30 mins.	0	0	0	0	20	301	0	321	0	0	10	10	1	268	1	270
+45 mins.	3	0	0	3	9	301	1	311	2	0	8	10	3	264	4	271
Total Volume	8	0	0	8	65	1241	1	1307	6	0	35	41	6	1057	8	1071
% App. Total	100	0	0		5	95	0.1		14.6	0	85.4		0.6	98.7	0.7	
PHF	.667	.000	.000	.667	.774	.902	.250	.910	.750	.000	.875	.854	.500	.986	.500	.988

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	2	0	1	3	11	293	2	306	2	0	16	18	1	388	1	390	717
03:45 PM	1	0	0	1	12	351	1	364	1	0	11	12	1	328	1	330	707
04:00 PM	1	0	0	1	3	249	2	254	2	0	30	32	1	383	1	385	672
04:15 PM	2	0	0	2	7	249	1	257	1	0	8	9	1	365	5	371	639
Total Volume	6	0	1	7	33	1142	6	1181	6	0	65	71	4	1464	8	1476	2735
% App. Total	85.7	0	14.3		2.8	96.7	0.5		8.5	0	91.5		0.3	99.2	0.5		
PHF	.750	.000	.250	.583	.688	.813	.750	.811	.750	.000	.542	.555	1.00	.943	.400	.946	.954

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	02:15 PM				03:00 PM				03:45 PM				03:45 PM			
+0 mins.	2	0	0	2	11	253	0	264	1	0	11	12	1	328	1	330
+15 mins.	2	1	0	3	8	272	0	280	2	0	30	32	1	383	1	385
+30 mins.	0	0	0	0	11	293	2	306	1	0	8	9	1	365	5	371
+45 mins.	3	0	0	3	12	351	1	364	4	0	20	24	1	392	0	393
Total Volume	7	1	0	8	42	1169	3	1214	8	0	69	77	4	1468	7	1479
% App. Total	87.5	12.5	0		3.5	96.3	0.2		10.4	0	89.6		0.3	99.3	0.5	
PHF	.583	.250	.000	.667	.875	.833	.375	.834	.500	.000	.575	.602	1.000	.936	.350	.941

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourWest  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 1

#### Groups Printed- Passenger Vehicles

Start Time	SARASOTA HARBOUR WEST Southbound				SR 789 Westbound				PLYMOUTH HARBOR Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	9	134	1	144	1	0	18	19	0	72	2	74	237
07:15 AM	0	0	0	0	16	191	0	207	0	0	4	4	0	94	1	95	306
07:30 AM	1	0	0	1	28	248	1	277	0	0	8	8	0	106	1	107	393
07:45 AM	0	0	0	0	15	333	0	348	1	0	5	6	0	126	1	127	481
Total	1	0	0	1	68	906	2	976	2	0	35	37	0	398	5	403	1417
08:00 AM	1	0	0	1	20	285	0	305	2	0	3	5	1	129	3	133	444
08:15 AM	2	0	0	2	18	294	0	312	0	0	7	7	0	151	1	152	473
08:30 AM	2	0	0	2	9	293	0	302	0	0	5	5	0	187	1	188	497
08:45 AM	1	0	0	1	13	322	0	335	0	0	3	3	0	172	0	172	511
Total	6	0	0	6	60	1194	0	1254	2	0	18	20	1	639	5	645	1925
09:00 AM	0	0	0	0	7	242	0	249	0	0	4	4	0	179	0	179	432
09:15 AM	2	0	0	2	9	273	1	283	1	0	3	4	1	205	0	206	495
09:30 AM	2	0	0	2	9	219	0	228	1	0	4	5	0	225	1	226	461
09:45 AM	2	0	1	3	11	251	1	263	2	0	5	7	0	239	0	239	512
Total	6	0	1	7	36	985	2	1023	4	0	16	20	1	848	1	850	1900
10:00 AM	0	0	0	0	7	254	1	262	1	0	8	9	0	211	3	214	485
10:15 AM	0	0	0	0	9	237	1	247	0	0	10	10	0	218	1	219	476
10:30 AM	1	0	0	1	6	260	0	266	2	0	7	9	1	259	1	261	537
10:45 AM	2	0	0	2	10	254	2	266	2	0	4	6	0	252	2	254	528
Total	3	0	0	3	32	1005	4	1041	5	0	29	34	1	940	7	948	2026
11:00 AM	3	0	0	3	13	249	0	262	2	0	5	7	1	260	1	262	534
11:15 AM	0	0	0	0	7	257	0	264	1	0	7	8	0	254	4	258	530
11:30 AM	3	0	0	3	10	241	1	252	0	0	9	9	0	246	1	247	511
11:45 AM	1	0	0	1	8	229	3	240	0	0	9	9	0	246	5	251	501
Total	7	0	0	7	38	976	4	1018	3	0	30	33	1	1006	11	1018	2076
12:00 PM	0	0	0	0	5	247	1	253	4	0	8	12	0	255	2	257	522
12:15 PM	3	0	0	3	14	246	1	261	2	0	12	14	0	255	0	255	533
12:30 PM	0	0	0	0	5	253	2	260	2	0	5	7	0	250	0	250	517
12:45 PM	1	0	0	1	8	263	0	271	1	0	8	9	0	269	2	271	552
Total	4	0	0	4	32	1009	4	1045	9	0	33	42	0	1029	4	1033	2124
01:00 PM	0	0	0	0	3	250	1	254	0	0	4	4	0	229	1	230	488
01:15 PM	2	0	0	2	5	252	2	259	2	0	9	11	0	270	2	272	544
01:30 PM	1	0	0	1	2	261	1	264	0	0	10	10	0	267	3	270	545
01:45 PM	0	0	0	0	8	249	1	258	0	0	6	6	1	254	2	257	521
Total	3	0	0	3	18	1012	5	1035	2	0	29	31	1	1020	8	1029	2098



### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourWest  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 2

Groups Printed- Passenger Vehicles

Start Time	SARASOTA HARBOUR WEST Southbound				SR 789 Westbound				PLYMOUTH HARBOR Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
02:00 PM	0	0	0	0	9	239	1	249	4	0	9	13	0	270	2	272	534
02:15 PM	2	0	0	2	9	249	2	260	0	0	3	3	0	310	5	315	580
02:30 PM	2	1	0	3	8	283	0	291	5	0	9	14	0	278	0	278	586
02:45 PM	0	0	0	0	12	260	0	272	7	0	15	22	0	296	2	298	592
Total	4	1	0	5	38	1031	3	1072	16	0	36	52	0	1154	9	1163	2292
03:00 PM	2	0	0	2	11	246	0	257	3	0	13	16	0	308	4	312	587
03:15 PM	0	0	0	0	7	268	0	275	0	0	11	11	0	329	1	330	616
03:30 PM	2	0	1	3	10	290	2	302	2	0	16	18	0	373	0	373	696
03:45 PM	1	0	0	1	11	348	1	360	1	0	10	11	0	318	1	319	691
Total	5	0	1	6	39	1152	3	1194	6	0	50	56	0	1328	6	1334	2590
04:00 PM	1	0	0	1	3	242	2	247	2	0	30	32	1	375	1	377	657
04:15 PM	2	0	0	2	7	245	1	253	1	0	8	9	0	361	4	365	629
04:30 PM	0	0	0	0	11	248	0	259	4	0	19	23	0	380	0	380	662
04:45 PM	0	0	0	0	3	239	1	243	1	0	6	7	1	290	1	292	542
Total	3	0	0	3	24	974	4	1002	8	0	63	71	2	1406	6	1414	2490
05:00 PM	2	0	0	2	5	244	0	249	2	0	12	14	0	348	1	349	614
05:15 PM	1	0	0	1	6	218	1	225	2	0	17	19	0	318	2	320	565
05:30 PM	2	0	0	2	1	222	2	225	0	0	12	12	0	293	1	294	533
05:45 PM	0	0	0	0	4	218	1	223	3	0	10	13	0	251	1	252	488
Total	5	0	0	5	16	902	4	922	7	0	51	58	0	1210	5	1215	2200
06:00 PM	0	0	0	0	1	217	0	218	2	0	6	8	0	233	3	236	462
06:15 PM	1	0	0	1	5	201	2	208	0	0	5	5	1	224	0	225	439
06:30 PM	0	0	0	0	5	214	1	220	0	0	4	4	0	204	0	204	428
06:45 PM	0	0	0	0	4	225	1	230	0	0	3	3	0	167	2	169	402
Total	1	0	0	1	15	857	4	876	2	0	18	20	1	828	5	834	1731
Grand Total	48	1	2	51	416	12003	39	12458	66	0	408	474	8	11806	72	11886	24869
Apprch %	94.1	2	3.9		3.3	96.3	0.3		13.9	0	86.1		0.1	99.3	0.6		
Total %	0.2	0	0	0.2	1.7	48.3	0.2	50.1	0.3	0	1.6	1.9	0	47.5	0.3	47.8	

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourWest  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 3

Start Time	SARASOTA HARBOUR WEST Southbound				SR 789 Westbound				PLYMOUTH HARBOR Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:30 AM																	
10:30 AM	1	0	0	1	6	<b>260</b>	0	<b>266</b>	2	0	<b>7</b>	<b>9</b>	1	259	1	261	<b>537</b>
10:45 AM	2	0	0	2	10	254	<b>2</b>	266	2	0	4	6	0	252	2	254	528
11:00 AM	3	0	0	3	13	249	0	262	2	0	5	7	1	<b>260</b>	1	<b>262</b>	534
11:15 AM	0	0	0	0	7	257	0	264	1	0	7	8	0	254	<b>4</b>	258	530
Total Volume	6	0	0	6	36	1020	2	1058	7	0	23	30	2	1025	8	1035	2129
% App. Total	100	0	0		3.4	96.4	0.2		23.3	0	76.7		0.2	99	0.8		
PHF	.500	.000	.000	.500	.692	.981	.250	.994	.875	.000	.821	.833	.500	.986	.500	.988	.991

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	10:45 AM				07:45 AM				07:00 AM				10:30 AM			
+0 mins.	2	0	0	2	15	<b>333</b>	0	<b>348</b>	1	0	<b>18</b>	<b>19</b>	1	259	1	261
+15 mins.	3	0	0	3	20	285	0	305	0	0	4	4	0	252	2	254
+30 mins.	0	0	0	0	18	294	0	312	0	0	8	8	1	<b>260</b>	1	<b>262</b>
+45 mins.	3	0	0	3	9	293	0	302	1	0	5	6	0	254	<b>4</b>	258
Total Volume	8	0	0	8	62	1205	0	1267	2	0	35	37	2	1025	8	1035
% App. Total	100	0	0		4.9	95.1	0		5.4	0	94.6		0.2	99	0.8	
PHF	.667	.000	.000	.667	.775	.905	.000	.910	.500	.000	.486	.487	.500	.986	.500	.988

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	2	0	1	3	10	290	2	302	2	0	16	18	0	373	0	373	<b>696</b>
03:45 PM	1	0	0	1	11	<b>348</b>	1	<b>360</b>	1	0	10	11	0	318	1	319	691
04:00 PM	1	0	0	1	3	242	2	247	2	0	<b>30</b>	<b>32</b>	1	<b>375</b>	1	<b>377</b>	657
04:15 PM	2	0	0	2	7	245	1	253	1	0	8	9	0	361	<b>4</b>	365	629
Total Volume	6	0	1	7	31	1125	6	1162	6	0	64	70	1	1427	6	1434	2673
% App. Total	85.7	0	14.3		2.7	96.8	0.5		8.6	0	91.4		0.1	99.5	0.4		
PHF	.750	.000	.250	.583	.705	.808	.750	.807	.750	.000	.533	.547	.250	.951	.375	.951	.960

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	02:15 PM				03:00 PM				03:45 PM				03:45 PM			
+0 mins.	2	0	0	2	11	246	0	257	1	0	10	11	0	318	1	319
+15 mins.	2	1	0	3	7	268	0	275	2	0	<b>30</b>	<b>32</b>	1	375	1	377
+30 mins.	0	0	0	0	10	290	2	302	1	0	8	9	0	361	<b>4</b>	365
+45 mins.	2	0	0	2	11	<b>348</b>	1	<b>360</b>	4	0	19	23	0	<b>380</b>	0	<b>380</b>
Total Volume	6	1	0	7	39	1152	3	1194	8	0	67	75	1	1434	6	1441
% App. Total	85.7	14.3	0		3.3	96.5	0.3		10.7	0	89.3		0.1	99.5	0.4	
PHF	.750	.250	.000	.583	.886	.828	.375	.829	.500	.000	.558	.586	.250	.943	.375	.948

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourWest  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 1

#### Groups Printed- Heavy Vehicles

Start Time	SARASOTA HARBOUR WEST Southbound				SR 789 Westbound				PLYMOUTH HARBOR Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
07:15 AM	0	0	1	1	0	6	0	6	0	0	0	0	0	1	0	1	8
07:30 AM	0	0	0	0	1	8	0	9	1	0	0	1	0	4	0	4	14
07:45 AM	0	0	0	0	0	11	0	11	0	0	0	0	0	1	0	1	12
Total	0	0	1	1	1	31	0	32	1	0	0	1	0	8	0	8	42
08:00 AM	0	0	0	0	0	10	0	10	0	0	0	0	0	6	1	7	17
08:15 AM	0	0	0	0	1	7	0	8	0	0	1	1	0	6	0	6	15
08:30 AM	0	0	0	0	0	8	1	9	0	0	0	0	0	7	0	7	16
08:45 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4	10
Total	0	0	0	0	1	31	1	33	0	0	1	1	0	23	1	24	58
09:00 AM	0	0	0	0	0	12	0	12	0	0	1	1	0	7	0	7	20
09:15 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	4	1	5	14
09:30 AM	0	0	0	0	1	10	0	11	0	0	0	0	0	6	0	6	17
09:45 AM	0	0	0	0	4	6	0	10	0	0	2	2	0	4	0	4	16
Total	0	0	0	0	5	37	0	42	0	0	3	3	0	21	1	22	67
10:00 AM	0	0	0	0	0	10	0	10	1	0	2	3	0	8	0	8	21
10:15 AM	0	0	0	0	2	7	0	9	0	0	0	0	0	8	0	8	17
10:30 AM	0	0	0	0	0	11	0	11	0	0	1	1	0	5	0	5	17
10:45 AM	0	0	0	0	0	16	0	16	0	0	0	0	0	9	0	9	25
Total	0	0	0	0	2	44	0	46	1	0	3	4	0	30	0	30	80
11:00 AM	0	0	0	0	1	10	0	11	0	0	1	1	0	8	0	8	20
11:15 AM	0	0	0	0	0	7	0	7	2	0	1	3	0	10	0	10	20
11:30 AM	0	0	0	0	1	12	0	13	1	0	0	1	0	9	0	9	23
11:45 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	8	0	8	16
Total	0	0	0	0	2	37	0	39	3	0	2	5	0	35	0	35	79
12:00 PM	0	0	0	0	0	9	0	9	0	0	1	1	0	16	3	19	29
12:15 PM	0	0	0	0	1	3	0	4	1	0	1	2	0	6	0	6	12
12:30 PM	0	0	0	0	0	12	0	12	0	0	2	2	0	10	1	11	25
12:45 PM	0	0	0	0	0	4	0	4	0	0	1	1	0	11	1	12	17
Total	0	0	0	0	1	28	0	29	1	0	5	6	0	43	5	48	83
01:00 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	8	1	9	17
01:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	10	0	10	15
01:30 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	10	0	10	18
01:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
Total	0	0	0	0	0	25	0	25	0	0	0	0	0	31	1	32	57

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourWest  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 2

#### Groups Printed- Heavy Vehicles

Start Time	SARASOTA HARBOUR WEST Southbound				SR 789 Westbound				PLYMOUTH HARBOR Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
02:00 PM	0	0	0	0	2	6	0	8	0	0	1	1	0	10	0	10	19
02:15 PM	0	0	0	0	0	8	0	8	0	0	1	1	0	14	0	14	23
02:30 PM	0	0	0	0	0	5	0	5	0	0	1	1	0	10	0	10	16
02:45 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	8	0	8	16
Total	0	0	0	0	2	27	0	29	0	0	3	3	0	42	0	42	74
03:00 PM	1	0	0	1	0	7	0	7	0	0	0	0	1	13	0	14	22
03:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	13	0	13	17
03:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	15	1	16	19
03:45 PM	0	0	0	0	0	3	0	3	0	0	1	1	0	10	0	10	14
Total	1	0	0	1	0	17	0	17	0	0	1	1	1	51	1	53	72
04:00 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	8	0	8	15
04:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	1	5	9
04:30 PM	0	0	0	0	0	4	1	5	0	0	1	1	0	12	0	12	18
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10
Total	0	0	0	0	0	19	1	20	0	0	1	1	0	30	1	31	52
05:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	4
05:30 PM	0	0	0	0	0	2	1	3	0	0	1	1	0	5	0	5	9
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	0	0	0	0	0	9	1	10	0	0	1	1	0	13	1	14	25
06:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	11	0	11	14
Grand Total	1	0	1	2	14	308	3	325	6	0	20	26	1	338	11	350	703
Apprch %	50	0	50		4.3	94.8	0.9		23.1	0	76.9		0.3	96.6	3.1		
Total %	0.1	0	0.1	0.3	2	43.8	0.4	46.2	0.9	0	2.8	3.7	0.1	48.1	1.6	49.8	

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourWest  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 3

Start Time	SARASOTA HARBOUR WEST Southbound				SR 789 Westbound				PLYMOUTH HARBOR Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:45 AM																	
10:45 AM	0	0	0	0	0	16	0	16	0	0	0	0	0	9	0	9	25
11:00 AM	0	0	0	0	1	10	0	11	0	0	1	1	0	8	0	8	20
11:15 AM	0	0	0	0	0	7	0	7	2	0	1	3	0	10	0	10	20
11:30 AM	0	0	0	0	1	12	0	13	1	0	0	1	0	9	0	9	23
Total Volume	0	0	0	0	2	45	0	47	3	0	2	5	0	36	0	36	88
% App. Total	0	0	0		4.3	95.7	0		60	0	40		0	100	0		
PHF	.000	.000	.000	.000	.500	.703	.000	.734	.375	.000	.500	.417	.000	.900	.000	.900	.880

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				10:15 AM				09:45 AM				10:45 AM			
+0 mins.	0	0	0	0	2	7	0	9	0	0	2	2	0	9	0	9
+15 mins.	0	0	1	1	0	11	0	11	1	0	2	3	0	8	0	8
+30 mins.	0	0	0	0	0	16	0	16	0	0	0	0	0	10	0	10
+45 mins.	0	0	0	0	1	10	0	11	0	0	1	1	0	9	0	9
Total Volume	0	0	1	1	3	44	0	47	1	0	5	6	0	36	0	36
% App. Total	0	0	100		6.4	93.6	0		16.7	0	83.3		0	100	0	
PHF	.000	.000	.250	.250	.375	.688	.000	.734	.250	.000	.625	.500	.000	.900	.000	.900

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	0	0	0	0	0	9	0	9	0	0	1	1	0	16	3	19	29
12:15 PM	0	0	0	0	1	3	0	4	1	0	1	2	0	6	0	6	12
12:30 PM	0	0	0	0	0	12	0	12	0	0	2	2	0	10	1	11	25
12:45 PM	0	0	0	0	0	4	0	4	0	0	1	1	0	11	1	12	17
Total Volume	0	0	0	0	1	28	0	29	1	0	5	6	0	43	5	48	83
% App. Total	0	0	0		3.4	96.6	0		16.7	0	83.3		0	89.6	10.4		
PHF	.000	.000	.000	.000	.250	.583	.000	.604	.250	.000	.625	.750	.000	.672	.417	.632	.716

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:15 PM				12:00 PM				12:00 PM				03:00 PM			
+0 mins.	0	0	0	0	0	9	0	9	0	0	1	1	1	13	0	14
+15 mins.	0	0	0	0	1	3	0	4	1	0	1	2	0	13	0	13
+30 mins.	0	0	0	0	0	12	0	12	0	0	2	2	0	15	1	16
+45 mins.	1	0	0	1	0	4	0	4	0	0	1	1	0	10	0	10
Total Volume	1	0	0	1	1	28	0	29	1	0	5	6	1	51	1	53
% App. Total	100	0	0		3.4	96.6	0		16.7	0	83.3		1.9	96.2	1.9	
PHF	.250	.000	.000	.250	.250	.583	.000	.604	.250	.000	.625	.750	.250	.850	.250	.828

## Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourWest  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 1

### Groups Printed- UTurns

Start Time	SARASOTA HARBOUR WEST Southbound				SR 789 Westbound				PLYMOUTH HARBOR Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	2	0	0	2	0	0	0	0	1	0	0	1	3
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
*** BREAK ***																	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	8
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	3	0	0	3	4
12:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	2	0	0	2	0	0	0	0	6	0	0	6	8
*** BREAK ***																	
01:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	3
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
01:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	2	0	0	0	0	3	0	0	3	5
02:00 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
*** BREAK ***																	
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	2	0	0	2	0	0	0	0	4	0	0	4	6
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourWest  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 2

Groups Printed- UTurns

Start Time	SARASOTA HARBOUR WEST Southbound				SR 789 Westbound				PLYMOUTH HARBOR Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
03:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
03:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>7</b>
*** BREAK ***																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	3	0	0	3	4
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>6</b>
*** BREAK ***																	
05:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
*** BREAK ***																	
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>49</b>
Aprch %	0	0	0		100	0	0		0	0	0		100	0	0		
Total %	0	0	0		26.5	0	0	26.5	0	0	0		73.5	0	0	73.5	

Start Time	SARASOTA HARBOUR WEST Southbound				SR 789 Westbound				PLYMOUTH HARBOR Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>
<b>% App. Total</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>0</b>	<b>0</b>		<b>100</b>	<b>0</b>	<b>0</b>		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.667	.000	.000	.667	.667

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourWest  
 Site Code : 1802503  
 Start Date : 5/4/2021  
 Page No : 3

Start Time	SARASOTA HARBOUR WEST Southbound				SR 789 Westbound				PLYMOUTH HARBOR Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:30 AM				07:00 AM				11:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	3	0	0	3	
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	
Total Volume	0	0	0	0	2	0	0	2	0	0	0	0	8	0	0	8	
% App. Total	0	0	0	0	100	0	0	100	0	0	0	0	100	0	0	100	
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.667	.000	.000	.667	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	3	0	0	3	4
12:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total Volume	0	0	0	0	2	0	0	2	0	0	0	0	6	0	0	6	8
% App. Total	0	0	0	0	100	0	0	100	0	0	0	0	100	0	0	100	
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.500	.000	.000	.500	.500
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	12:00 PM				01:15 PM				12:00 PM				12:00 PM				
+0 mins.	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	
Total Volume	0	0	0	0	4	0	0	4	0	0	0	0	6	0	0	6	
% App. Total	0	0	0	0	100	0	0	100	0	0	0	0	100	0	0	100	
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.500	.000	.000	.500	



# Intersection Pedestrian & Bicycle Count

Date: 5/4/2021

Day: Tuesday

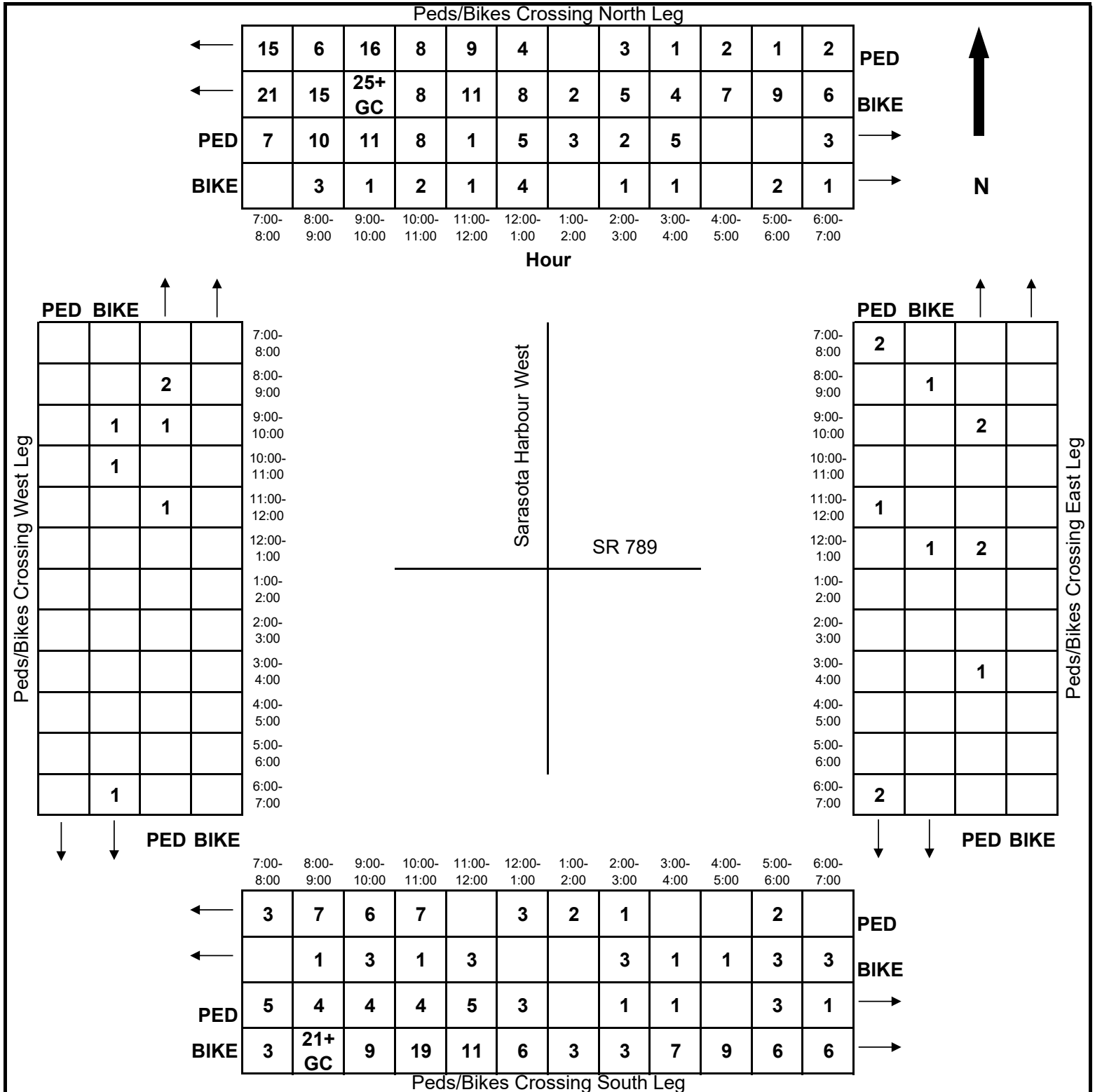
Count Times: 7am - 7pm

Weather: Clear

Intersection: SR 789 at Sarasota Harbour West

Comments: GC - Golf Cart

**C - Children under 12; S - Seniors 65 or over; D - Physical Disability**



### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourWestSAT  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	SARASOTA HARBOUR WEST Southbound				SR 789 Westbound				PLYMOUTH HARBOR Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	5	105	0	110	2	0	16	18	0	68	1	69	197
07:15 AM	0	0	0	0	0	146	1	147	0	0	1	1	0	64	1	65	213
07:30 AM	2	0	0	2	7	198	0	205	0	0	1	1	0	65	0	65	273
07:45 AM	0	0	0	0	7	226	0	233	1	0	2	3	0	102	1	103	339
Total	2	0	0	2	19	675	1	695	3	0	20	23	0	299	3	302	1022
08:00 AM	1	0	0	1	8	213	0	221	2	0	7	9	0	116	1	117	348
08:15 AM	1	0	0	1	5	244	0	249	0	0	1	1	0	138	1	139	390
08:30 AM	2	0	0	2	2	268	0	270	0	0	0	0	0	150	0	150	422
08:45 AM	2	0	0	2	5	304	1	310	0	0	3	3	0	160	5	165	480
Total	6	0	0	6	20	1029	1	1050	2	0	11	13	0	564	7	571	1640
09:00 AM	1	0	1	2	6	319	1	326	0	0	2	2	2	168	1	171	501
09:15 AM	4	0	0	4	5	323	0	328	0	0	4	4	0	195	1	196	532
09:30 AM	1	0	0	1	8	359	1	368	0	0	0	0	0	206	0	206	575
09:45 AM	2	0	0	2	2	382	1	385	3	0	1	4	0	227	4	231	622
Total	8	0	1	9	21	1383	3	1407	3	0	7	10	2	796	6	804	2230
10:00 AM	0	0	0	0	0	424	4	428	4	0	0	4	1	257	0	258	690
10:15 AM	0	0	0	0	12	387	4	403	3	0	4	7	1	248	3	252	662
10:30 AM	2	0	0	2	5	435	1	441	0	0	3	3	0	279	0	279	725
10:45 AM	4	0	0	4	4	448	1	453	2	0	1	3	0	257	1	258	718
Total	6	0	0	6	21	1694	10	1725	9	0	8	17	2	1041	4	1047	2795
11:00 AM	1	0	0	1	12	430	2	444	1	0	3	4	2	294	2	298	747
11:15 AM	1	0	0	1	8	434	1	443	1	0	4	5	0	270	6	276	725
11:30 AM	1	0	0	1	8	453	2	463	1	0	3	4	1	269	1	271	739
11:45 AM	1	0	0	1	7	418	1	426	1	0	2	3	2	278	1	281	711
Total	4	0	0	4	35	1735	6	1776	4	0	12	16	5	1111	10	1126	2922
12:00 PM	2	0	0	2	11	423	1	435	1	0	4	5	2	285	0	287	729
12:15 PM	0	0	0	0	5	404	0	409	0	0	4	4	0	311	1	312	725
12:30 PM	0	0	1	1	5	462	2	469	2	0	1	3	3	288	1	292	765
12:45 PM	4	0	0	4	1	406	1	408	0	0	4	4	3	290	1	294	710
Total	6	0	1	7	22	1695	4	1721	3	0	13	16	8	1174	3	1185	2929
01:00 PM	1	0	0	1	4	408	0	412	2	0	5	7	2	318	2	322	742
01:15 PM	1	0	0	1	3	405	1	409	1	0	4	5	0	296	0	296	711
01:30 PM	0	0	0	0	7	410	0	417	0	0	2	2	0	314	2	316	735
01:45 PM	0	0	1	1	11	405	2	418	1	0	6	7	2	348	0	350	776
Total	2	0	1	3	25	1628	3	1656	4	0	17	21	4	1276	4	1284	2964

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourWestSAT  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 2

#### Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	SARASOTA HARBOUR WEST Southbound				SR 789 Westbound				PLYMOUTH HARBOR Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
02:00 PM	1	0	0	1	9	383	3	395	1	0	2	3	2	353	1	356	755
02:15 PM	1	0	0	1	4	356	1	361	1	0	3	4	1	375	2	378	744
02:30 PM	1	1	0	2	2	375	1	378	0	0	5	5	1	408	1	410	795
02:45 PM	1	0	0	1	7	377	0	384	4	0	2	6	1	373	1	375	766
<b>Total</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>22</b>	<b>1491</b>	<b>5</b>	<b>1518</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>18</b>	<b>5</b>	<b>1509</b>	<b>5</b>	<b>1519</b>	<b>3060</b>
03:00 PM	0	0	0	0	6	291	2	299	3	0	11	14	1	392	0	393	706
03:15 PM	1	1	0	2	8	393	5	406	1	0	5	6	2	347	3	352	766
03:30 PM	3	1	0	4	4	394	0	398	0	0	7	7	2	376	0	378	787
03:45 PM	2	1	0	3	6	313	1	320	0	0	4	4	0	395	1	396	723
<b>Total</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>24</b>	<b>1391</b>	<b>8</b>	<b>1423</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>31</b>	<b>5</b>	<b>1510</b>	<b>4</b>	<b>1519</b>	<b>2982</b>
04:00 PM	0	0	2	2	4	370	0	374	0	0	6	6	2	403	0	405	787
04:15 PM	1	0	1	2	3	318	3	324	0	0	5	5	3	443	1	447	778
04:30 PM	2	0	0	2	3	279	0	282	2	0	0	2	3	438	0	441	727
04:45 PM	0	1	0	1	3	337	0	340	2	0	3	5	1	415	0	416	762
<b>Total</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>7</b>	<b>13</b>	<b>1304</b>	<b>3</b>	<b>1320</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>18</b>	<b>9</b>	<b>1699</b>	<b>1</b>	<b>1709</b>	<b>3054</b>
05:00 PM	0	0	0	0	1	326	2	329	2	0	5	7	0	413	0	413	749
05:15 PM	3	0	0	3	4	315	0	319	1	0	0	1	3	387	1	391	714
05:30 PM	1	0	0	1	3	279	1	283	0	0	5	5	1	387	0	388	677
05:45 PM	0	0	0	0	6	286	0	292	3	0	3	6	2	365	1	368	666
<b>Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>14</b>	<b>1206</b>	<b>3</b>	<b>1223</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>19</b>	<b>6</b>	<b>1552</b>	<b>2</b>	<b>1560</b>	<b>2806</b>
06:00 PM	3	0	0	3	7	252	2	261	2	0	4	6	1	345	1	347	617
06:15 PM	2	0	0	2	4	232	1	237	1	0	1	2	1	373	2	376	617
06:30 PM	1	0	0	1	3	300	0	303	2	0	2	4	0	326	2	328	636
06:45 PM	0	0	0	0	3	258	0	261	0	0	1	1	0	310	2	312	574
<b>Total</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>17</b>	<b>1042</b>	<b>3</b>	<b>1062</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>13</b>	<b>2</b>	<b>1354</b>	<b>7</b>	<b>1363</b>	<b>2444</b>
<b>Grand Total</b>	<b>57</b>	<b>5</b>	<b>6</b>	<b>68</b>	<b>253</b>	<b>16273</b>	<b>50</b>	<b>16576</b>	<b>53</b>	<b>0</b>	<b>162</b>	<b>215</b>	<b>48</b>	<b>13885</b>	<b>56</b>	<b>13989</b>	<b>30848</b>
Apprch %	83.8	7.4	8.8		1.5	98.2	0.3		24.7	0	75.3		0.3	99.3	0.4		
Total %	0.2	0	0	0.2	0.8	52.8	0.2	53.7	0.2	0	0.5	0.7	0.2	45	0.2	45.3	
<b>Passenger Vehicles</b>	<b>57</b>	<b>5</b>	<b>6</b>	<b>68</b>	<b>218</b>	<b>16122</b>	<b>50</b>	<b>16390</b>	<b>49</b>	<b>0</b>	<b>160</b>	<b>209</b>	<b>9</b>	<b>13734</b>	<b>54</b>	<b>13797</b>	<b>30464</b>
% Passenger Vehicles	100	100	100	100	86.2	99.1	100	98.9	92.5	0	98.8	97.2	18.8	98.9	96.4	98.6	98.8
<b>Heavy Vehicles</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>151</b>	<b>0</b>	<b>156</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>151</b>	<b>2</b>	<b>153</b>	<b>314</b>
% Heavy Vehicles	0	0	0	0	2	0.9	0	0.9	5.7	0	1.2	2.3	0	1.1	3.6	1.1	1
<b>UTurns</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>70</b>
% UTurns	0	0	0	0	11.9	0	0	0.2	1.9	0	0	0.5	81.2	0	0	0.3	0.2

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourWestSAT  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 3

Start Time	SARASOTA HARBOUR WEST Southbound				SR 789 Westbound				PLYMOUTH HARBOR Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:45 AM																	
10:45 AM	4	0	0	4	4	448	1	453	2	0	1	3	0	257	1	258	718
11:00 AM	1	0	0	1	12	430	2	444	1	0	3	4	2	294	2	298	747
11:15 AM	1	0	0	1	8	434	1	443	1	0	4	5	0	270	6	276	725
11:30 AM	1	0	0	1	8	453	2	463	1	0	3	4	1	269	1	271	739
Total Volume	7	0	0	7	32	1765	6	1803	5	0	11	16	3	1090	10	1103	2929
% App. Total	100	0	0		1.8	97.9	0.3		31.2	0	68.8		0.3	98.8	0.9		
PHF	.438	.000	.000	.438	.667	.974	.750	.974	.625	.000	.688	.800	.375	.927	.417	.925	.980

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:30 AM				10:45 AM				07:00 AM				11:00 AM			
+0 mins.	2	0	0	2	4	448	1	453	2	0	16	18	2	294	2	298
+15 mins.	2	0	0	2	12	430	2	444	0	0	1	1	0	270	6	276
+30 mins.	1	0	1	2	8	434	1	443	0	0	1	1	1	269	1	271
+45 mins.	4	0	0	4	8	453	2	463	1	0	2	3	2	278	1	281
Total Volume	9	0	1	10	32	1765	6	1803	3	0	20	23	5	1111	10	1126
% App. Total	90	0	10		1.8	97.9	0.3		13	0	87		0.4	98.7	0.9	
PHF	.563	.000	.250	.625	.667	.974	.750	.974	.375	.000	.313	.319	.625	.945	.417	.945

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	3	1	0	4	4	394	0	398	0	0	7	7	2	376	0	378	787
03:45 PM	2	1	0	3	6	313	1	320	0	0	4	4	0	395	1	396	723
04:00 PM	0	0	2	2	4	370	0	374	0	0	6	6	2	403	0	405	787
04:15 PM	1	0	1	2	3	318	3	324	0	0	5	5	3	443	1	447	778
Total Volume	6	2	3	11	17	1395	4	1416	0	0	22	22	7	1617	2	1626	3075
% App. Total	54.5	18.2	27.3		1.2	98.5	0.3		0	0	100		0.4	99.4	0.1		
PHF	.500	.500	.375	.688	.708	.885	.333	.889	.000	.000	.786	.786	.583	.913	.500	.909	.977

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:15 PM				12:00 PM				02:45 PM				04:15 PM			
+0 mins.	1	1	0	2	11	423	1	435	4	0	2	6	3	443	1	447
+15 mins.	3	1	0	4	5	404	0	409	3	0	11	14	3	438	0	441
+30 mins.	2	1	0	3	5	462	2	469	1	0	5	6	1	415	0	416
+45 mins.	0	0	2	2	1	406	1	408	0	0	7	7	0	413	0	413
Total Volume	6	3	2	11	22	1695	4	1721	8	0	25	33	7	1709	1	1717
% App. Total	54.5	27.3	18.2		1.3	98.5	0.2		24.2	0	75.8		0.4	99.5	0.1	
PHF	.500	.750	.250	.688	.500	.917	.500	.917	.500	.000	.568	.589	.583	.964	.250	.960

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourWestSAT  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	SARASOTA HARBOUR WEST Southbound				SR 789 Westbound				PLYMOUTH HARBOR Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	4	104	0	108	2	0	16	18	0	66	1	67	193
07:15 AM	0	0	0	0	0	144	1	145	0	0	1	1	0	64	1	65	211
07:30 AM	2	0	0	2	7	192	0	199	0	0	1	1	0	65	0	65	267
07:45 AM	0	0	0	0	7	221	0	228	1	0	2	3	0	101	1	102	333
Total	2	0	0	2	18	661	1	680	3	0	20	23	0	296	3	299	1004
08:00 AM	1	0	0	1	7	209	0	216	2	0	7	9	0	112	1	113	339
08:15 AM	1	0	0	1	5	240	0	245	0	0	1	1	0	137	1	138	385
08:30 AM	2	0	0	2	2	264	0	266	0	0	0	0	0	146	0	146	414
08:45 AM	2	0	0	2	4	298	1	303	0	0	3	3	0	159	5	164	472
Total	6	0	0	6	18	1011	1	1030	2	0	11	13	0	554	7	561	1610
09:00 AM	1	0	1	2	5	317	1	323	0	0	2	2	0	166	1	167	494
09:15 AM	4	0	0	4	5	319	0	324	0	0	4	4	0	192	1	193	525
09:30 AM	1	0	0	1	6	356	1	363	0	0	0	0	0	202	0	202	566
09:45 AM	2	0	0	2	2	378	1	381	3	0	1	4	0	226	4	230	617
Total	8	0	1	9	18	1370	3	1391	3	0	7	10	0	786	6	792	2202
10:00 AM	0	0	0	0	0	418	4	422	4	0	0	4	1	253	0	254	680
10:15 AM	0	0	0	0	12	384	4	400	3	0	4	7	0	244	3	247	654
10:30 AM	2	0	0	2	5	431	1	437	0	0	3	3	0	275	0	275	717
10:45 AM	4	0	0	4	3	445	1	449	1	0	1	2	0	254	1	255	710
Total	6	0	0	6	20	1678	10	1708	8	0	8	16	1	1026	4	1031	2761
11:00 AM	1	0	0	1	8	423	2	433	1	0	2	3	2	290	1	293	730
11:15 AM	1	0	0	1	7	430	1	438	0	0	4	4	0	265	6	271	714
11:30 AM	1	0	0	1	7	448	2	457	0	0	3	3	0	265	1	266	727
11:45 AM	1	0	0	1	5	414	1	420	1	0	2	3	1	274	1	276	700
Total	4	0	0	4	27	1715	6	1748	2	0	11	13	3	1094	9	1106	2871
12:00 PM	2	0	0	2	9	418	1	428	1	0	4	5	0	280	0	280	715
12:15 PM	0	0	0	0	4	403	0	407	0	0	4	4	0	305	1	306	717
12:30 PM	0	0	1	1	4	458	2	464	2	0	1	3	0	284	1	285	753
12:45 PM	4	0	0	4	1	404	1	406	0	0	4	4	1	286	1	288	702
Total	6	0	1	7	18	1683	4	1705	3	0	13	16	1	1155	3	1159	2887
01:00 PM	1	0	0	1	3	405	0	408	1	0	5	6	0	313	2	315	730
01:15 PM	1	0	0	1	3	403	1	407	1	0	4	5	0	295	0	295	708
01:30 PM	0	0	0	0	3	406	0	409	0	0	2	2	0	309	2	311	722
01:45 PM	0	0	1	1	8	404	2	414	1	0	6	7	0	346	0	346	768
Total	2	0	1	3	17	1618	3	1638	3	0	17	20	0	1263	4	1267	2928

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourWestSAT  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 2

Groups Printed- Passenger Vehicles

Start Time	SARASOTA HARBOUR WEST Southbound				SR 789 Westbound				PLYMOUTH HARBOR Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
02:00 PM	1	0	0	1	9	378	3	390	1	0	2	3	0	344	1	345	739
02:15 PM	1	0	0	1	4	352	1	357	1	0	3	4	0	375	1	376	738
02:30 PM	1	1	0	2	2	369	1	372	0	0	4	4	0	404	1	405	783
02:45 PM	1	0	0	1	7	376	0	383	4	0	2	6	0	369	1	370	760
Total	4	1	0	5	22	1475	5	1502	6	0	11	17	0	1492	4	1496	3020
03:00 PM	0	0	0	0	5	286	2	293	3	0	11	14	0	390	0	390	697
03:15 PM	1	1	0	2	5	390	5	400	1	0	5	6	0	344	3	347	755
03:30 PM	3	1	0	4	4	391	0	395	0	0	7	7	1	373	0	374	780
03:45 PM	2	1	0	3	6	313	1	320	0	0	4	4	0	392	1	393	720
Total	6	3	0	9	20	1380	8	1408	4	0	27	31	1	1499	4	1504	2952
04:00 PM	0	0	2	2	4	366	0	370	0	0	6	6	0	400	0	400	778
04:15 PM	1	0	1	2	3	317	3	323	0	0	5	5	0	440	1	441	771
04:30 PM	2	0	0	2	3	276	0	279	2	0	0	2	1	436	0	437	720
04:45 PM	0	1	0	1	3	337	0	340	2	0	3	5	0	411	0	411	757
Total	3	1	3	7	13	1296	3	1312	4	0	14	18	1	1687	1	1689	3026
05:00 PM	0	0	0	0	1	324	2	327	2	0	5	7	0	406	0	406	740
05:15 PM	3	0	0	3	3	314	0	317	1	0	0	1	1	385	1	387	708
05:30 PM	1	0	0	1	2	276	1	279	0	0	5	5	0	382	0	382	667
05:45 PM	0	0	0	0	6	285	0	291	3	0	3	6	0	363	1	364	661
Total	4	0	0	4	12	1199	3	1214	6	0	13	19	1	1536	2	1539	2776
06:00 PM	3	0	0	3	5	251	2	258	2	0	4	6	0	340	1	341	608
06:15 PM	2	0	0	2	4	230	1	235	1	0	1	2	1	371	2	374	613
06:30 PM	1	0	0	1	3	297	0	300	2	0	2	4	0	325	2	327	632
06:45 PM	0	0	0	0	3	258	0	261	0	0	1	1	0	310	2	312	574
Total	6	0	0	6	15	1036	3	1054	5	0	8	13	1	1346	7	1354	2427
Grand Total	57	5	6	68	218	16122	50	16390	49	0	160	209	9	13734	54	13797	30464
Apprch %	83.8	7.4	8.8		1.3	98.4	0.3		23.4	0	76.6		0.1	99.5	0.4		
Total %	0.2	0	0	0.2	0.7	52.9	0.2	53.8	0.2	0	0.5	0.7	0	45.1	0.2	45.3	

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourWestSAT  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 3

Start Time	SARASOTA HARBOUR WEST Southbound				SR 789 Westbound				PLYMOUTH HARBOR Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:45 AM																	
10:45 AM	4	0	0	4	3	445	1	449	1	0	1	2	0	254	1	255	710
11:00 AM	1	0	0	1	8	423	2	433	1	0	2	3	2	290	1	293	730
11:15 AM	1	0	0	1	7	430	1	438	0	0	4	4	0	265	6	271	714
11:30 AM	1	0	0	1	7	448	2	457	0	0	3	3	0	265	1	266	727
Total Volume	7	0	0	7	25	1746	6	1777	2	0	10	12	2	1074	9	1085	2881
% App. Total	100	0	0		1.4	98.3	0.3		16.7	0	83.3		0.2	99	0.8		
PHF	.438	.000	.000	.438	.781	.974	.750	.972	.500	.000	.625	.750	.250	.926	.375	.926	.987

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:30 AM				10:45 AM				07:00 AM				11:00 AM			
+0 mins.	2	0	0	2	3	445	1	449	2	0	16	18	2	290	1	293
+15 mins.	2	0	0	2	8	423	2	433	0	0	1	1	0	265	6	271
+30 mins.	1	0	1	2	7	430	1	438	0	0	1	1	0	265	1	266
+45 mins.	4	0	0	4	7	448	2	457	1	0	2	3	1	274	1	276
Total Volume	9	0	1	10	25	1746	6	1777	3	0	20	23	3	1094	9	1106
% App. Total	90	0	10		1.4	98.3	0.3		13	0	87		0.3	98.9	0.8	
PHF	.563	.000	.250	.625	.781	.974	.750	.972	.375	.000	.313	.319	.375	.943	.375	.944

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	3	1	0	4	4	391	0	395	0	0	7	7	1	373	0	374	780
03:45 PM	2	1	0	3	6	313	1	320	0	0	4	4	0	392	1	393	720
04:00 PM	0	0	2	2	4	366	0	370	0	0	6	6	0	400	0	400	778
04:15 PM	1	0	1	2	3	317	3	323	0	0	5	5	0	440	1	441	771
Total Volume	6	2	3	11	17	1387	4	1408	0	0	22	22	1	1605	2	1608	3049
% App. Total	54.5	18.2	27.3		1.2	98.5	0.3		0	0	100		0.1	99.8	0.1		
PHF	.500	.500	.375	.688	.708	.887	.333	.891	.000	.000	.786	.786	.250	.912	.500	.912	.977

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:15 PM				12:00 PM				02:45 PM				04:15 PM			
+0 mins.	1	1	0	2	9	418	1	428	4	0	2	6	0	440	1	441
+15 mins.	3	1	0	4	4	403	0	407	3	0	11	14	1	436	0	437
+30 mins.	2	1	0	3	4	458	2	464	1	0	5	6	0	411	0	411
+45 mins.	0	0	2	2	1	404	1	406	0	0	7	7	0	406	0	406
Total Volume	6	3	2	11	18	1683	4	1705	8	0	25	33	1	1693	1	1695
% App. Total	54.5	27.3	18.2		1.1	98.7	0.2		24.2	0	75.8		0.1	99.9	0.1	
PHF	.500	.750	.250	.688	.500	.919	.500	.919	.500	.000	.568	.589	.250	.962	.250	.961

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourWestSAT  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	SARASOTA HARBOUR WEST Southbound				SR 789 Westbound				PLYMOUTH HARBOR Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	6
07:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	1	0	1	6
Total	0	0	0	0	0	14	0	14	0	0	0	0	0	3	0	3	17
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
08:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
08:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
08:45 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	1	0	1	7
Total	0	0	0	0	0	18	0	18	0	0	0	0	0	10	0	10	28
09:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
09:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
09:30 AM	0	0	0	0	1	3	0	4	0	0	0	0	0	4	0	4	8
09:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
Total	0	0	0	0	1	13	0	14	0	0	0	0	0	10	0	10	24
10:00 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4	10
10:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
10:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
10:45 AM	0	0	0	0	1	3	0	4	1	0	0	1	0	3	0	3	8
Total	0	0	0	0	1	16	0	17	1	0	0	1	0	15	0	15	33
11:00 AM	0	0	0	0	1	7	0	8	0	0	1	1	0	4	1	5	14
11:15 AM	0	0	0	0	1	4	0	5	1	0	0	1	0	5	0	5	11
11:30 AM	0	0	0	0	0	5	0	5	1	0	0	1	0	4	0	4	10
11:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
Total	0	0	0	0	2	20	0	22	2	0	1	3	0	17	1	18	43
12:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5	10
12:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	6	0	6	7
12:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
12:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
Total	0	0	0	0	0	12	0	12	0	0	0	0	0	19	0	19	31
01:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
01:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
01:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
01:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	0	0	0	0	10	0	10	0	0	0	0	0	13	0	13	23



### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourWestSAT  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 2

#### Groups Printed- Heavy Vehicles

Start Time	SARASOTA HARBOUR WEST Southbound				SR 789 Westbound				PLYMOUTH HARBOR Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
02:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	9	0	9	14
02:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	1	1	5
02:30 PM	0	0	0	0	0	6	0	6	0	0	1	1	0	4	0	4	11
02:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
Total	0	0	0	0	0	16	0	16	0	0	1	1	0	17	1	18	35
03:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
03:15 PM	0	0	0	0	1	3	0	4	0	0	0	0	0	3	0	3	7
03:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Total	0	0	0	0	1	11	0	12	0	0	0	0	0	11	0	11	23
04:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
Total	0	0	0	0	0	8	0	8	0	0	0	0	0	12	0	12	20
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7	9
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	0	0	0	0	7	0	7	0	0	0	0	0	16	0	16	23
06:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
06:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
06:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
*** BREAK ***																	
Total	0	0	0	0	0	6	0	6	0	0	0	0	0	8	0	8	14
Grand Total	0	0	0	0	5	151	0	156	3	0	2	5	0	151	2	153	314
Apprch %	0	0	0		3.2	96.8	0		60	0	40		0	98.7	1.3		
Total %	0	0	0		1.6	48.1	0	49.7	1	0	0.6	1.6	0	48.1	0.6	48.7	

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourWestSAT  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 3

Start Time	SARASOTA HARBOUR WEST Southbound				SR 789 Westbound				PLYMOUTH HARBOR Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:45 AM																	
10:45 AM	0	0	0	0	1	3	0	4	1	0	0	1	0	3	0	3	8
11:00 AM	0	0	0	0	1	7	0	8	0	0	1	1	0	4	1	5	14
11:15 AM	0	0	0	0	1	4	0	5	1	0	0	1	0	5	0	5	11
11:30 AM	0	0	0	0	0	5	0	5	1	0	0	1	0	4	0	4	10
Total Volume	0	0	0	0	3	19	0	22	3	0	1	4	0	16	1	17	43
% App. Total	0	0	0		13.6	86.4	0		75	0	25		0	94.1	5.9		
PHF	.000	.000	.000	.000	.750	.679	.000	.688	.750	.000	.250	1.00	.000	.800	.250	.850	.768

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				10:45 AM				10:45 AM				11:00 AM			
+0 mins.	0	0	0	0	1	3	0	4	1	0	0	1	0	4	1	5
+15 mins.	0	0	0	0	1	7	0	8	0	0	1	1	0	5	0	5
+30 mins.	0	0	0	0	1	4	0	5	1	0	0	1	0	4	0	4
+45 mins.	0	0	0	0	0	5	0	5	1	0	0	1	0	4	0	4
Total Volume	0	0	0	0	3	19	0	22	3	0	1	4	0	17	1	18
% App. Total	0	0	0		13.6	86.4	0		75	0	25		0	94.4	5.6	
PHF	.000	.000	.000	.000	.750	.679	.000	.688	.750	.000	.250	1.000	.000	.850	.250	.900

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:00 PM

02:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	9	0	9	14
02:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	1	1	5
02:30 PM	0	0	0	0	0	6	0	6	0	0	1	1	0	4	0	4	11
02:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
Total Volume	0	0	0	0	0	16	0	16	0	0	1	1	0	17	1	18	35
% App. Total	0	0	0		0	100	0		0	0	100		0	94.4	5.6		
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.250	.250	.000	.472	.250	.500	.625

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM				01:45 PM				01:45 PM				12:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5
+15 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	6	0	6
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	6	0	6	0	0	1	1	0	4	0	4
Total Volume	0	0	0	0	0	16	0	16	0	0	1	1	0	19	0	19
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.250	.250	.000	.792	.000	.792

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourWestSAT  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 1

Groups Printed- UTurns

Start Time	SARASOTA HARBOUR WEST Southbound				SR 789 Westbound				PLYMOUTH HARBOR Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
08:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
09:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	3
*** BREAK ***																	
09:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	4
*** BREAK ***																	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
11:00 AM	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
*** BREAK ***																	
11:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
11:45 AM	0	0	0	0	2	0	0	2	0	0	0	0	1	0	0	1	3
Total	0	0	0	0	6	0	0	6	0	0	0	0	2	0	0	2	8
12:00 PM	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	4
12:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	3	0	0	3	4
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	4	0	0	4	0	0	0	0	7	0	0	7	11
01:00 PM	0	0	0	0	1	0	0	1	1	0	0	1	2	0	0	2	4
*** BREAK ***																	
01:30 PM	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4
01:45 PM	0	0	0	0	3	0	0	3	0	0	0	0	2	0	0	2	5
Total	0	0	0	0	8	0	0	8	1	0	0	1	4	0	0	4	13
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourWestSAT  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 2

#### Groups Printed- UTurns

Start Time	SARASOTA HARBOUR WEST Southbound				SR 789 Westbound				PLYMOUTH HARBOR Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
03:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	4
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
Total	0	0	0	0	3	0	0	3	0	0	0	0	4	0	0	4	7
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	8
*** BREAK ***																	
05:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	3
05:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	2	0	0	2	0	0	0	0	5	0	0	5	7
06:00 PM	0	0	0	0	2	0	0	2	0	0	0	0	1	0	0	1	3
*** BREAK ***																	
Total	0	0	0	0	2	0	0	2	0	0	0	0	1	0	0	1	3
Grand Total	0	0	0	0	30	0	0	30	1	0	0	1	39	0	0	39	70
Apprch %	0	0	0		100	0	0		100	0	0		100	0	0		
Total %	0	0	0		42.9	0	0	42.9	1.4	0	0	1.4	55.7	0	0	55.7	

Start Time	SARASOTA HARBOUR WEST Southbound				SR 789 Westbound				PLYMOUTH HARBOR Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
11:45 AM	0	0	0	0	2	0	0	2	0	0	0	0	1	0	0	1	3
Total Volume	0	0	0	0	6	0	0	6	0	0	0	0	2	0	0	2	8
% App. Total	0	0	0		100	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.500	.000	.000	.500	.667

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota  
 Weather: Clear  
 Comments:

File Name : SR789&SarasotaHarbourWestSAT  
 Site Code : 1802503  
 Start Date : 5/1/2021  
 Page No : 3

Start Time	SARASOTA HARBOUR WEST Southbound				SR 789 Westbound				PLYMOUTH HARBOR Northbound				SR 789 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				11:00 AM				07:00 AM				08:15 AM				
+0 mins.	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	2
Total Volume	0	0	0	0	6	0	0	6	0	0	0	0	2	0	0	2	2
% App. Total	0	0	0	0	100	0	0	100	0	0	0	0	100	0	0	100	
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.250	.000	.000	.250	

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 01:00 PM

01:00 PM	0	0	0	0	1	0	0	1	1	0	0	1	2	0	0	2	4
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4
01:45 PM	0	0	0	0	3	0	0	3	0	0	0	0	2	0	0	2	5
Total Volume	0	0	0	0	8	0	0	8	1	0	0	1	4	0	0	4	13
% App. Total	0	0	0	0	100	0	0	100	100	0	0	100	100	0	0	100	
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.250	.000	.000	.250	.500	.000	.000	.500	.650

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM				01:00 PM				12:15 PM				04:00 PM				
+0 mins.	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	2
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
+30 mins.	0	0	0	0	4	0	0	4	0	0	0	0	2	0	0	2	2
+45 mins.	0	0	0	0	3	0	0	3	1	0	0	1	1	0	0	1	1
Total Volume	0	0	0	0	8	0	0	8	1	0	0	1	8	0	0	8	8
% App. Total	0	0	0	0	100	0	0	100	100	0	0	100	100	0	0	100	
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.250	.000	.000	.250	.667	.000	.000	.667	

# Intersection Pedestrian & Bicycle Count

Date: 5/1/2021

Day: Saturday

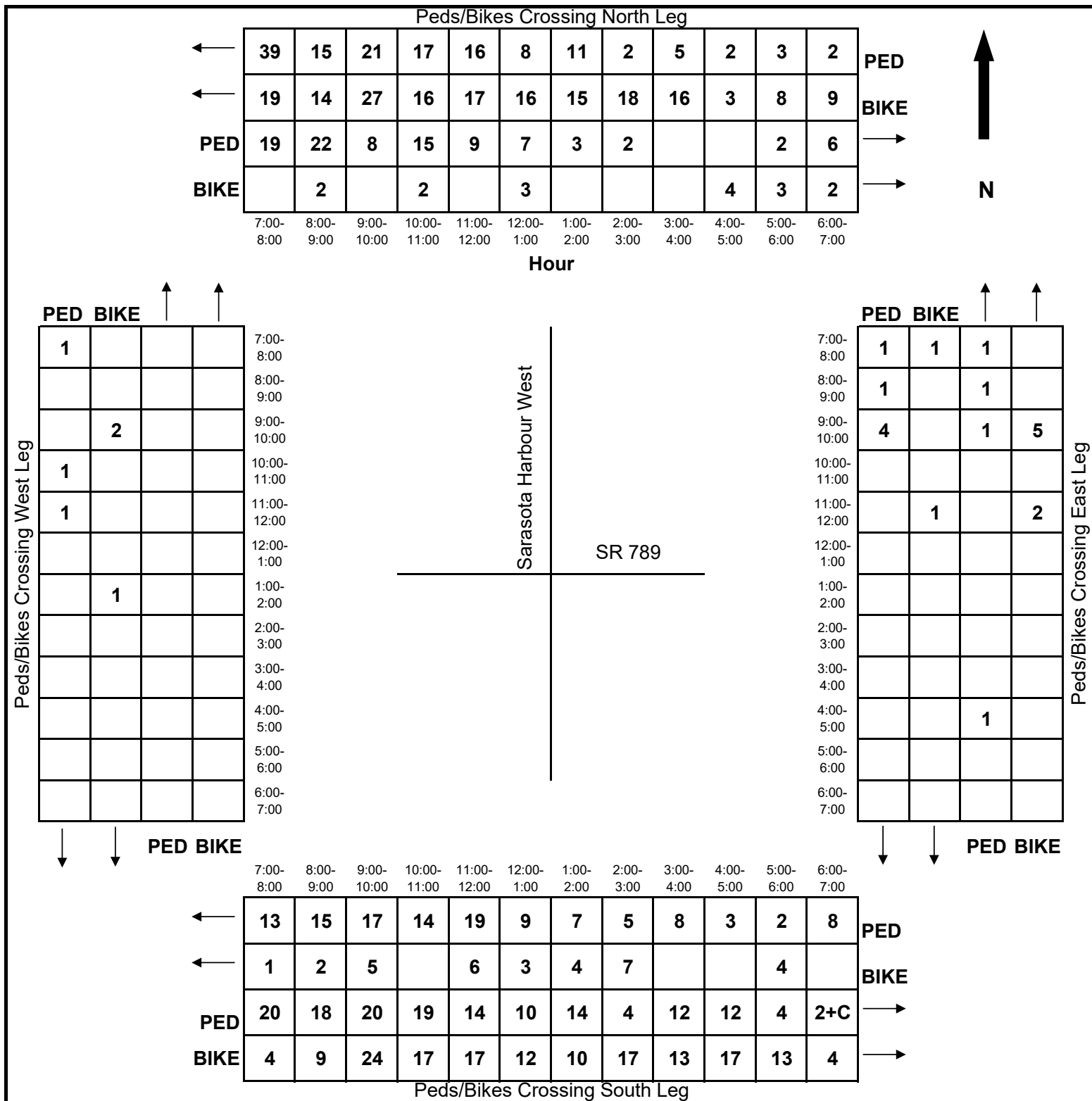
Count Times: 7am - 7pm

Weather: Clear

Intersection: SR 789 at Sarasota Harbour West

Comments: \_\_\_\_\_

**C - Children under 12; S - Seniors 65 or over; D - Physical Disability**



COUNTY: 17  
 STATION: 5078  
 DESCRIPTION: SR 789/GULFSTREAM AVE, WEST OF BIRD KEY DR  
 START DATE: 05/22/2019  
 START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	27	13	6	10	56	16	10	6	6	38	94
0100	10	12	8	3	33	4	3	4	5	16	49
0200	3	6	13	1	23	5	8	1	5	19	42
0300	3	4	8	5	20	2	2	4	12	20	40
0400	7	13	13	15	48	9	3	26	25	63	111
0500	8	6	13	14	41	17	25	24	61	127	168
0600	29	35	57	48	169	63	92	129	151	435	604
0700	99	94	114	126	433	149	243	283	333	1008	1441
0800	157	164	161	159	641	344	375	377	397	1493	2134
0900	172	178	207	216	773	334	306	314	329	1283	2056
1000	209	216	247	263	935	310	274	299	311	1194	2129
1100	231	264	232	276	1003	265	285	305	308	1163	2166
1200	270	266	268	295	1099	291	254	323	267	1135	2234
1300	305	303	279	310	1197	270	277	253	292	1092	2289
1400	317	318	332	335	1302	253	275	230	259	1017	2319
1500	336	428	384	376	1524	256	225	260	243	984	2508
1600	379	374	338	325	1416	261	233	220	224	938	2354
1700	354	357	288	249	1248	229	204	212	189	834	2082
1800	253	205	213	151	822	205	179	186	199	769	1591
1900	182	151	185	154	672	189	171	184	159	703	1375
2000	154	175	228	208	765	124	142	156	119	541	1306
2100	218	182	154	127	681	116	87	86	75	364	1045
2200	153	132	103	81	469	68	51	51	45	215	684
2300	97	47	27	31	202	24	22	34	17	97	299
24-HOUR TOTALS:	15572					15548					31120

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	845	716	800	1493	815	2139
P.M.	1515	1567	1230	1137	1515	2556
DAILY	1515	1567	800	1493	1515	2556

County: 17  
 Station: 5078  
 Description: SR 789/GULFSTREAM AVE, WEST OF BIRD KEY DR  
 Start Date: 03/03/2020  
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0000	24	10	13	9	56	12	6	10	3	31	87	
0100	3	11	3	6	23	4	2	2	4	12	35	
0200	3	3	4	3	13	2	4	6	7	19	32	
0300	4	3	1	6	14	6	3	5	5	19	33	
0400	6	6	17	12	41	4	11	27	21	63	104	
0500	14	17	23	27	81	14	28	44	63	149	230	
0600	41	43	70	80	234	63	114	96	203	476	710	
0700	102	103	129	142	476	160	211	289	324	984	1460	
0800	158	207	221	214	800	300	347	325	408	1380	2180	
0900	205	268	273	321	1067	402	404	379	406	1591	2658	
1000	314	307	312	302	1235	436	411	423	391	1661	2896	
1100	263	279	307	254	1103	411	420	410	484	1725	2828	
1200	275	306	288	258	1127	473	522	342	400	1737	2864	
1300	327	326	352	299	1304	342	341	302	305	1290	2594	
1400	360	412	401	385	1558	291	296	322	275	1184	2742	
1500	389	420	427	411	1647	285	301	303	293	1182	2829	
1600	476	448	408	326	1658	262	272	251	268	1053	2711	
1700	379	346	304	263	1292	220	243	210	246	919	2211	
1800	250	256	314	305	1125	214	180	169	156	719	1844	
1900	274	279	207	168	928	149	153	147	135	584	1512	
2000	213	192	184	168	757	120	114	126	118	478	1235	
2100	187	206	147	163	703	98	118	122	98	436	1139	
2200	214	155	106	89	564	95	58	98	47	298	862	
2300	127	69	42	41	279	38	17	21	18	94	373	
24-Hour Totals:	18085					18084					36169	

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	960	845	1593	845	2553
P.M.	1530	1762	1200	1737	1515	2893
Daily	1530	1762	1130	1889	1130	3031



Generated by SPS 5.0.49P

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2020 HISTORICAL AADT REPORT

COUNTY: 17 - SARASOTA

SITE: 5078 - SR 789/GULFSTREAM AVE, WEST OF BIRD KEY DR

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	32000	C	W 16000		E 16000	9.00	51.80	3.60
2019	31000	C	W 15500		E 15500	9.00	52.00	5.00
2018	33000	C	W 16500		E 16500	9.00	52.30	3.50
2017	35500	C	W 18000		E 17500	9.00	52.30	3.90
2016	34000	C	W 17000		E 17000	9.00	52.60	3.90
2015	29000	C	W 15000		E 14000	9.00	52.30	3.90
2014	32500	C	W 16500		E 16000	9.00	52.10	2.40
2013	31500	F	W 16000		E 15500	9.00	52.00	3.30
2012	31500	C	W 16000		E 15500	9.00	51.80	3.30
2011	28000	F	W 14000		E 14000	9.00	52.30	3.30
2010	28000	C	W 14000		E 14000	10.80	51.78	3.30
2009	33500	C	W 17000		E 16500	10.76	53.10	3.20
2008	28500	C	W 14000		E 14500	10.84	51.92	3.80
2007	31500	C	W 16000		E 15500	11.00	52.45	3.00
2006	29000	C	W 14500		E 14500	10.30	53.57	3.70
2005	29000	C	W 14500		E 14500	10.50	52.90	1.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



		F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	F14	F15	Total
2/11/2017	E	243 1.23%	17467 88.21%	1795 9.07%	3 0.02%	157 0.79%	5 0.03%	0 0.00%	124 0.63%	7 0.04%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	19801
	W	224 1.14%	17126 87.46%	1945 9.93%	3 0.02%	163 0.83%	11 0.06%	0 0.00%	103 0.53%	5 0.03%	0 0.00%	0 0.00%	0 0.00%	2 0.01%	0 0.00%	0 0.00%	19582
2/12/2017	E	296 1.62%	16139 88.52%	1634 8.96%	2 0.01%	76 0.42%	3 0.02%	0 0.00%	74 0.41%	6 0.03%	0 0.00%	0 0.00%	0 0.00%	2 0.01%	0 0.00%	0 0.00%	18232
	W	259 1.50%	15237 88.03%	1652 9.54%	4 0.02%	85 0.49%	7 0.04%	0 0.00%	59 0.34%	4 0.02%	0 0.00%	0 0.00%	0 0.00%	1 0.01%	0 0.00%	0 0.00%	17308
2/13/2017	E	147 0.75%	16133 82.50%	2604 13.32%	12 0.06%	303 1.55%	103 0.53%	7 0.04%	220 1.12%	25 0.13%	0 0.00%	0 0.00%	0 0.00%	2 0.01%	0 0.00%	0 0.00%	19556
	W	148 0.77%	15814 82.20%	2657 13.81%	11 0.06%	278 1.44%	71 0.37%	16 0.08%	220 1.14%	22 0.11%	1 0.01%	0 0.00%	0 0.00%	1 0.01%	0 0.00%	0 0.00%	19239
2/14/2017	E	165 0.79%	17222 82.28%	2872 13.72%	11 0.05%	298 1.42%	100 0.48%	5 0.02%	231 1.10%	23 0.11%	0 0.00%	0 0.00%	0 0.00%	3 0.01%	0 0.00%	0 0.00%	20930
	W	163 0.79%	17089 82.41%	2877 13.87%	7 0.03%	261 1.26%	67 0.32%	25 0.12%	215 1.04%	28 0.14%	1 0.00%	0 0.00%	0 0.00%	3 0.01%	0 0.00%	0 0.00%	20736
2/15/2017	E	133 0.68%	16192 82.33%	2661 13.53%	14 0.07%	321 1.63%	93 0.47%	8 0.04%	221 1.12%	23 0.12%	0 0.00%	0 0.00%	0 0.00%	2 0.01%	0 0.00%	0 0.00%	19668
	W	122 0.63%	15962 82.19%	2724 14.03%	17 0.09%	290 1.49%	57 0.29%	18 0.09%	205 1.06%	22 0.11%	0 0.00%	0 0.00%	0 0.00%	4 0.02%	0 0.00%	0 0.00%	19421

		F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	F14	F15	Total
2/16/2017	E	133 0.65%	17032 83.47%	2626 12.87%	19 0.09%	272 1.33%	90 0.44%	3 0.01%	215 1.05%	13 0.06%	0 0.00%	1 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	20404
	W	146 0.72%	17183 84.20%	2545 12.47%	4 0.02%	237 1.16%	47 0.23%	24 0.12%	204 1.00%	15 0.07%	0 0.00%	0 0.00%	0 0.00%	2 0.01%	0 0.00%	0 0.00%	20407
2/17/2017	E	136 0.65%	17547 83.37%	2675 12.71%	9 0.04%	324 1.54%	123 0.58%	2 0.01%	214 1.02%	14 0.07%	1 0.00%	0 0.00%	0 0.00%	1 0.00%	0 0.00%	0 0.00%	21046
	W	121 0.57%	18019 84.29%	2617 12.24%	6 0.03%	281 1.31%	100 0.47%	21 0.10%	191 0.89%	20 0.09%	0 0.00%	0 0.00%	0 0.00%	2 0.01%	0 0.00%	0 0.00%	21378
2/18/2017	E	122 0.67%	16168 88.30%	1705 9.31%	22 0.12%	173 0.94%	12 0.07%	0 0.00%	96 0.52%	11 0.06%	0 0.00%	0 0.00%	0 0.00%	1 0.01%	0 0.00%	0 0.00%	18310
	W	135 0.73%	16510 88.78%	1660 8.93%	2 0.01%	154 0.83%	22 0.12%	1 0.01%	93 0.50%	14 0.08%	2 0.01%	0 0.00%	0 0.00%	4 0.02%	0 0.00%	0 0.00%	18597
2/19/2017	E	280 1.48%	16862 89.34%	1556 8.24%	2 0.01%	101 0.54%	2 0.01%	0 0.00%	67 0.35%	3 0.02%	0 0.00%	0 0.00%	0 0.00%	2 0.01%	0 0.00%	0 0.00%	18875
	W	272 1.49%	16120 88.46%	1658 9.10%	1 0.01%	100 0.55%	9 0.05%	0 0.00%	57 0.31%	5 0.03%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	18222
14 Days	E	2393 0.87%	230746 83.98%	34117 12.42%	157 0.06%	3611 1.31%	841 0.31%	42 0.02%	2584 0.94%	241 0.09%	7 0.00%	1 0.00%	0 0.00%	18 0.01%	0 0.00%	0 0.00%	274758
	W	2355 0.87%	228671 84.10%	33962 12.49%	114 0.04%	3281 1.21%	728 0.27%	150 0.06%	2368 0.87%	251 0.09%	12 0.00%	0 0.00%	0 0.00%	25 0.01%	0 0.00%	0 0.00%	271917

COUNTY: 17  
 STATION: 5078  
 DESCRIPTION: SR 789/GULFSTREAM AVE, WEST OF BIRD KEY DR  
 START DATE: 05/24/2016  
 START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	33	21	10	11	75	11	6	9	5	31	106
0100	7	4	9	11	31	5	4	4	6	19	50
0200	3	5	3	4	15	3	3	4	2	12	27
0300	5	3	4	1	13	1	9	13	6	29	42
0400	5	6	9	7	27	7	12	39	31	89	116
0500	13	6	19	23	61	12	28	29	62	131	192
0600	32	37	44	57	170	57	96	128	159	440	610
0700	108	116	143	139	506	168	214	312	425	1119	1625
0800	148	178	212	192	730	468	436	407	548	1859	2589
0900	152	220	256	273	901	574	543	563	548	2228	3129
1000	256	291	246	322	1115	585	521	339	310	1755	2870
1100	328	278	282	262	1150	261	416	281	360	1318	2468
1200	324	266	329	270	1189	236	285	283	324	1128	2317
1300	316	331	412	352	1411	308	262	258	236	1064	2475
1400	367	351	424	410	1552	251	250	291	242	1034	2586
1500	417	342	320	403	1482	221	214	254	246	935	2417
1600	399	375	395	303	1472	218	230	224	248	920	2392
1700	424	425	306	253	1408	217	196	222	228	863	2271
1800	280	291	239	216	1026	197	187	177	208	769	1795
1900	169	188	195	131	683	162	168	138	141	609	1292
2000	177	203	256	177	813	126	118	103	103	450	1263
2100	169	195	154	105	623	89	84	69	73	315	938
2200	122	115	103	93	433	79	50	47	30	206	639
2300	109	62	42	49	262	25	27	24	15	91	353
24-HOUR TOTALS:	17148					17414					34562

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	845	820	845	2228	845	3048
P.M.	1415	1602	1215	1200	1415	2606
DAILY	1415	1602	915	2239	930	3293

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2021 HISTORICAL AADT REPORT

COUNTY: 17 - SARASOTA

SITE: 5026 - SR 789, EAST OF ADAMS RD

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	35000	C	W 17500		E 17500	9.00	52.30	3.70
2020	29500	C	W 15000		E 14500	9.00	51.80	3.60
2019	28500	C	W 14500		E 14000	9.00	52.00	5.00
2018	30000	C	W 15000		E 15000	9.00	52.30	3.50
2017	29000	C	W 15000		E 14000	9.00	52.30	3.00
2016	24500	C	W 12000		E 12500	9.00	52.60	4.90
2015	25500	C	W 12500		E 13000	9.00	52.30	4.20
2014	25000	S	W 12000		E 13000	9.00	52.10	3.60
2013	25000	F	W 12000		E 13000	9.00	52.00	3.60
2012	25000	C	W 12000		E 13000	9.00	51.80	3.60
2011	26000	S	W 13000		E 13000	9.00	52.30	2.30
2010	26000	F	W 13000		E 13000	10.80	51.78	4.10
2009	26500	C	W 13000		E 13500	10.76	53.10	3.80
2008	25000	C	W 12500		E 12500	10.84	51.92	4.30
2007	25500	C	W 13000		E 12500	11.00	52.45	3.30
2006	32500	F	W 17000		E 15500	10.30	53.57	4.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2021 HISTORICAL AADT REPORT

COUNTY: 17 - SARASOTA

SITE: 0011 - SR-789, RINGLING CAUSEWAY BRIDGE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	39000	C	W 19500		E 19500	9.00	52.30	3.90
2020	34000	C	W 17000		E 17000	9.00	51.80	3.90
2019	34000	C	W 17000		E 17000	9.00	52.00	4.60
2018	34000	C	W 17000		E 17000	9.00	52.30	4.70
2017	34500	C	W 17000		E 17500	9.00	52.30	2.60
2016	33000	C	W 16500		E 16500	9.00	52.60	5.60
2015	35000	C	W 17500		E 17500	9.00	52.30	3.80
2014	33000	S	W 16500		E 16500	9.00	52.10	3.60
2013	32000	F	W 16000		E 16000	9.00	52.00	3.60
2012	32000	C	W 16000		E 16000	9.00	51.80	3.60
2011	33000	F	W 15500		E 17500	9.00	52.30	3.80
2010	33000	C	W 15500		E 17500	10.80	51.78	3.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



# APPENDIX C:

## 2018 Seasonal Adjustment Factors

PEAKSEASON

YEAR	SFCAT	WEEK_NUMBER	DATES	VALUE	PEEK_WEEKS
2018	1702	1	01/01/2018 - 01/06/2018	1.06	
2018	1702	2	01/07/2018 - 01/13/2018	1.03	
2018	1702	3	01/14/2018 - 01/20/2018	1	
2018	1702	4	01/21/2018 - 01/27/2018	0.96	
2018	1702	5	01/28/2018 - 02/03/2018	0.93	*
2018	1702	6	02/04/2018 - 02/10/2018	0.89	*
2018	1702	7	02/11/2018 - 02/17/2018	0.86	*
2018	1702	8	02/18/2018 - 02/24/2018	0.85	*
2018	1702	9	02/25/2018 - 03/03/2018	0.85	*
2018	1702	10	03/04/2018 - 03/10/2018	0.85	*
2018	1702	11	03/11/2018 - 03/17/2018	0.85	*
2018	1702	12	03/18/2018 - 03/24/2018	0.86	*
2018	1702	13	03/25/2018 - 03/31/2018	0.87	*
2018	1702	14	04/01/2018 - 04/07/2018	0.88	*
2018	1702	15	04/08/2018 - 04/14/2018	0.89	*
2018	1702	16	04/15/2018 - 04/21/2018	0.9	*
2018	1702	17	04/22/2018 - 04/28/2018	0.93	*
2018	1702	18	04/29/2018 - 05/05/2018	0.96	
2018	1702	19	05/06/2018 - 05/12/2018	0.99	
2018	1702	20	05/13/2018 - 05/19/2018	1.03	
2018	1702	21	05/20/2018 - 05/26/2018	1.03	
2018	1702	22	05/27/2018 - 06/02/2018	1.03	
2018	1702	23	06/03/2018 - 06/09/2018	1.03	
2018	1702	24	06/10/2018 - 06/16/2018	1.03	
2018	1702	25	06/17/2018 - 06/23/2018	1.03	
2018	1702	26	06/24/2018 - 06/30/2018	1.03	
2018	1702	27	07/01/2018 - 07/07/2018	1.03	
2018	1702	28	07/08/2018 - 07/14/2018	1.03	
2018	1702	29	07/15/2018 - 07/21/2018	1.04	
2018	1702	30	07/22/2018 - 07/28/2018	1.05	
2018	1702	31	07/29/2018 - 08/04/2018	1.07	
2018	1702	32	08/05/2018 - 08/11/2018	1.09	
2018	1702	33	08/12/2018 - 08/18/2018	1.11	
2018	1702	34	08/19/2018 - 08/25/2018	1.12	
2018	1702	35	08/26/2018 - 09/01/2018	1.14	
2018	1702	36	09/02/2018 - 09/08/2018	1.16	
2018	1702	37	09/09/2018 - 09/15/2018	1.18	
2018	1702	38	09/16/2018 - 09/22/2018	1.16	
2018	1702	39	09/23/2018 - 09/29/2018	1.14	
2018	1702	40	09/30/2018 - 10/06/2018	1.12	
2018	1702	41	10/07/2018 - 10/13/2018	1.1	
2018	1702	42	10/14/2018 - 10/20/2018	1.09	

PEAKSEASON

YEAR	SFCAT	WEEK_NUMBER	DATES	VALUE	PEEK_WEEKS
2018	1702	43	10/21/2018 - 10/27/2018	1.08	
2018	1702	44	10/28/2018 - 11/03/2018	1.08	
2018	1702	45	11/04/2018 - 11/10/2018	1.07	
2018	1702	46	11/11/2018 - 11/17/2018	1.07	
2018	1702	47	11/18/2018 - 11/24/2018	1.06	
2018	1702	48	11/25/2018 - 12/01/2018	1.06	
2018	1702	49	12/02/2018 - 12/08/2018	1.06	
2018	1702	50	12/09/2018 - 12/15/2018	1.06	
2018	1702	51	12/16/2018 - 12/22/2018	1.04	
2018	1702	52	12/23/2018 - 12/29/2018	1.02	
2018	1702	53	12/30/2018 - 12/31/2018	1	

**APPENDIX D:**  
**Example of Cross Street AADT  
Proportional Calculation**

Example of Calculating 2018 AADT for Cross Streets with no FTI data

Example Location: Bird Key Drive South of SR 789

Find max peak hour percentage of NB intersection volume from 2021 turning movement count:

Start Time	BIRD KEY PARK Southbound						SR 789 Westbound					BIRD KEY DRIVE Northbound					SR 789 Eastbound					Tot	Hrly Tot	NB %	EB%	WB%	EB%+WB%
	U Turn	Left	Thru	Right	RTOR	U Turn	Left	Thru	Right	RTOR	U Turn	Left	Thru	Right	RTOR	U Turn	Left	Thru	Right	RTOR							
11:00 AM	0	7	2	0	1	0	10	468	14	0	0	2	0	2	17	0	2	284	10	0	819	3163	3.3%	36.1%	59.6%	95.7%	
11:15 AM	1	4	0	5	2	1	12	416	10	0	0	3	0	6	10	2	1	272	5	1	751						
11:30 AM	0	1	0	3	0	0	17	472	6	0	0	12	0	7	16	1	0	265	11	1	812						
11:45 AM	0	4	0	0	3	1	25	428	5	0	0	10	0	6	12	0	1	281	3	2	781						
4:00 PM	0	4	0	1	5	1	12	349	9	0	0	2	1	3	9	0	1	393	5	3	798	3225	2.1%	53.8%	42.9%	96.7%	
4:15 PM	1	5	0	0	3	1	7	315	6	0	0	4	0	6	5	0	3	463	7	1	827						
4:30 PM	0	10	0	1	1	0	16	300	4	1	0	1	0	9	12	1	1	435	1	1	794						
4:45 PM	1	3	0	0	3	0	15	341	5	0	0	3	0	3	11	0	3	413	4	1	806						

96.2%  
Avg

Find max FTI 2018 AADT for SR 789 at Bird Key Drive (for worst case scenario)

W of Bird Key Drive	33,000
E of Bird Key Drive	34,000
Max	34,000

Calculate NB AADT from SR 789 2018 AADT using NB intersection percentage

= max(NB peak percentages) \* (SR 789 AADT) / (AMPM average percentage of the total EB and WB volumes)  
 = 3.3% \* 34000 / 96.2% = 1,151 NB 2018 AADT at SR 789 and Bird Key Drive

**APPENDIX E:**  
Subarea Travel Demand Model Validation  
Memo with Model Plots

**TECHNICAL MEMORANDUM**  
**TRAFFIC FORECAST MODELING**

**SR-789/RINGLING BRIDGE FROM BIRD KEY DR TO  
SARASOTA HARBOR WEST**

**SARASOTA COUNTY, FLORIDA**

February 2020



**Traffic Forecast Modeling Technical Memorandum**  
**Little Ringling Bridges PD&E**  
**Sarasota County, Florida**

**Introduction**

This Technical Memorandum presents the details of the Model Traffic Forecasts developed in support of the model validation study of SR-789/Ringling Bridge in Sarasota County, Florida.

This effort involved conducting a sub-area base year (2010) validation refinement for the study area, as well as development of refined forecast (2040) No-build model.

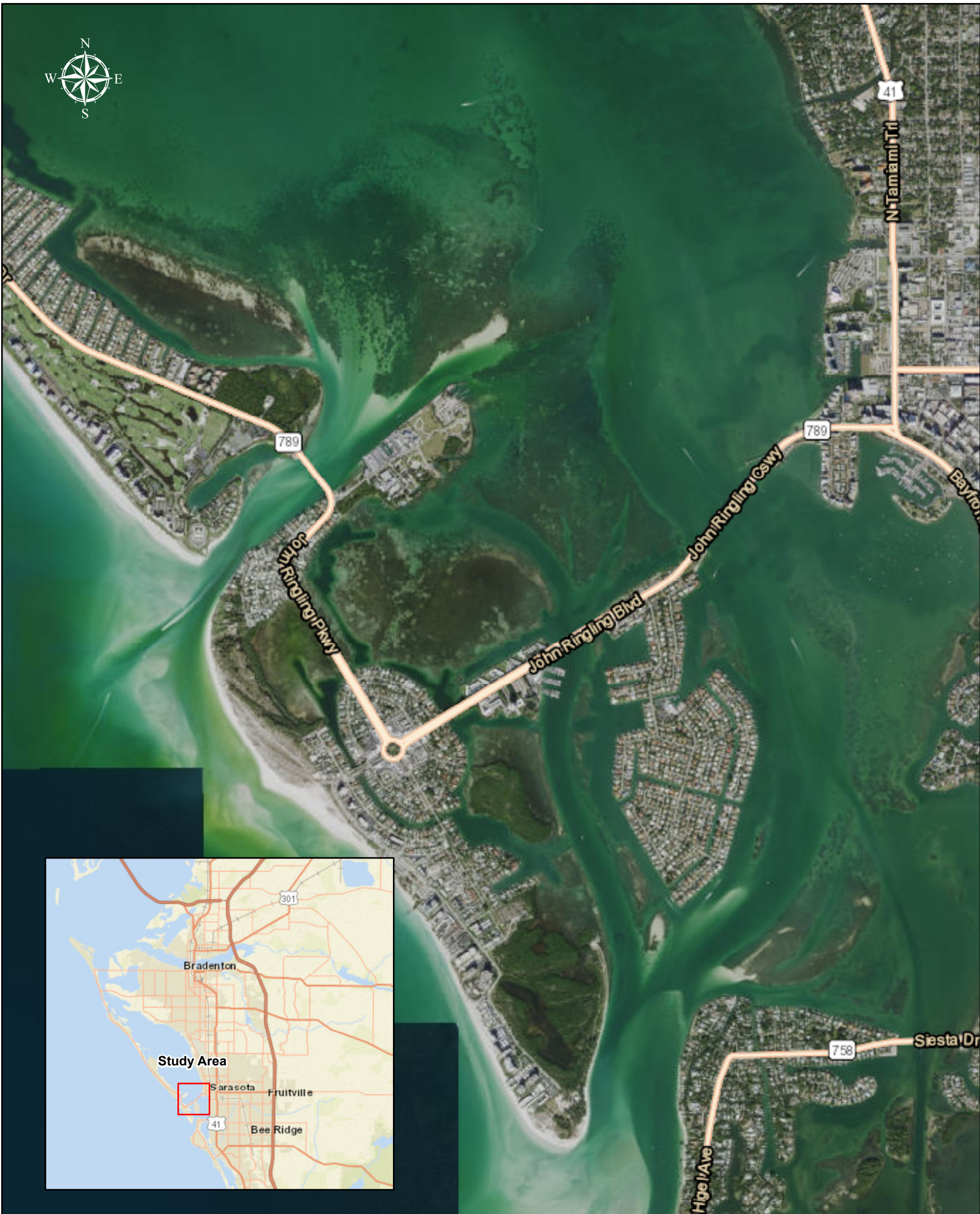
The traffic model applied for this study was based on the current adopted District 1 Cost Feasible 2040 One Regional Planning Model (D1RPM v1.0.3). The D1RPM is a travel demand forecasting tool developed by FDOT District 1, in conjunction with the six District MPO/TPOs in support of their current 2040 Long Range Transportation Plans (LRTP). This model was adopted by the Sarasota-Manatee MPO for use in developing traffic forecasts within the region.

**Base Year Model Sub-Area Validation**

The original 2010 base year model validation was refined for the project study area to ensure that the base year model is replicating 2010 traffic conditions and counts. The model refinement was performed by using the guidelines identified in *Project Traffic Forecasting Handbook* by FDOT. Validation criteria including volume over count (v/c) ratios were used to assess the accuracy of the base year model.



Figure 1: Little Ringling Study Area Map



The following network revisions were incorporated into the 2010 Base Year model as part of the sub-area validation effort:

- St. Armand's Cir.; change from Facility Type 31 to 38.
- John Ringling Blvd. from E of St. Armands Cir. To Bird Key Dr.; changed from Facility Type 23 to 24.
- Blvd of Presidents from N Washington Dr to Ken Thompson Pkwy- changed from Facility Type 31 to 32.
- Blvd of the Presidents NW of St. Armands Cir to Washington Dr – changed from Facility Type 22 to 24
- Zones 4537, 4539, 5366, 4541; Workers per Household changed to 25%.
- Zones 4536, 4535, 4534, 4538, 4540, 5367, 5365, 5364, 5363, 5362, 5361; Workers per Household changed to 73%.
- Four-minute time penalty added on Ringling Bridge.

These revisions resulted in improved validation performance for the study area. *Table 1* shows the original level of validation in the 2010 model and *Table 2* shows the level of validation after model sub-area refinement. *Figures 2 and 3* show this validation graphically.

**Table 1: Original Validation**

SL	ROADWAY	AT	FT	ANODE	BNODE	VOLUME	COUNT	V/C
88	SR-789/Blvd of the Presidents	34	31	16079	16128	11,502	9,318	1.23
88	SR-789/Blvd of the Presidents	34	31	16128	16079	11,493	9,318	1.23
88	SR-789/Gulf of Mexico Dr	43	23	16066	16080	18,459	14,772	1.25
88	SR-789/Gulf of Mexico Dr	43	23	16080	16066	18,469	14,772	1.25
88	SR-789/Gulf of Mexico Dr	34	24	16217	16234	10,834	9,488	1.14
88	SR-789/Gulf of Mexico Dr	34	24	16234	16217	10,826	9,488	1.14
88	SR-789/Gulf of Mexico Dr	34	22	16396	16482	7,936	6,704	1.18
88	SR-789/Gulf of Mexico Dr	34	22	16482	16396	7,926	6,704	1.18
88	SR-789/Ringling Bridge	34	23	16080	16119	19,711	17,613	1.12
88	SR-789/Ringling Bridge	34	23	16119	16080	19,719	17,613	1.12
88	SR-789/Ringling Causeway	12	25	16224	16225	20,657	18,611	1.11
88	SR-789/Ringling Causeway.	12	25	16225	16224	20,665	18,611	1.11
<b>Study Area</b>						<b>178,197</b>	<b>153,012</b>	<b>1.16</b>

**Table 2: Refined Validation**

SL	ROADWAY	AT	FT	ANODE	BNODE	VOLUME	COUNT	V/C
88	SR-789/Blvd of the Presidents	34	32	16079	16128	9,745	9,318	1.05
88	SR-789/Blvd of the Presidents	34	32	16128	16079	9,732	9,318	1.04
88	SR-789/Gulf of Mexico Dr	43	24	16066	16080	17,025	14,772	1.15
88	SR-789/Gulf of Mexico Dr	43	24	16080	16066	17,037	14,772	1.15
88	SR-789/Gulf of Mexico Dr	34	24	16217	16234	9,051	9,488	0.95
88	SR-789/Gulf of Mexico Dr	34	24	16234	16217	9,039	9,488	0.95
88	SR-789/Gulf of Mexico Dr	34	22	16396	16482	6,475	6,704	0.97
88	SR-789/Gulf of Mexico Dr	34	22	16482	16396	6,462	6,704	0.96
88	SR-789/Ringling Bridge	34	24	16080	16119	18,307	17,613	1.04
88	SR-789/Ringling Bridge	34	24	16119	16080	18,319	17,613	1.04
88	SR-789/Ringling Causeway	12	25	16224	16225	19,244	18,611	1.03
88	SR-789/Ringling Causeway	12	25	16225	16224	19,258	18,611	1.03
<b>Study Area</b>						<b>159,694</b>	<b>153,012</b>	<b>1.04</b>

Figure 3: D1RPM v1.0.6 2010 Base Year Model - Original

- Volume
- Count
- V/C Ratio



Figure 3: D1RPM v1.0.6 2010 Base Year Model - Refined

- Volume
- Count
- V/C Ratio



## **Forecast Model Development**

The 2040 No-build model was developed by applying appropriate base year validation refinements to the 2040 LRTP Cost Feasible model network.

*Figure 4* shows the resulting 2040 forecast volumes and *Figure 5* shows annual growth rates in volumes from 2010 to 2040.

Figure 4: D1RPM v1.0.6 2040 CF Model - Little Ringling Study Area Volumes

2040 Assigned PSWT

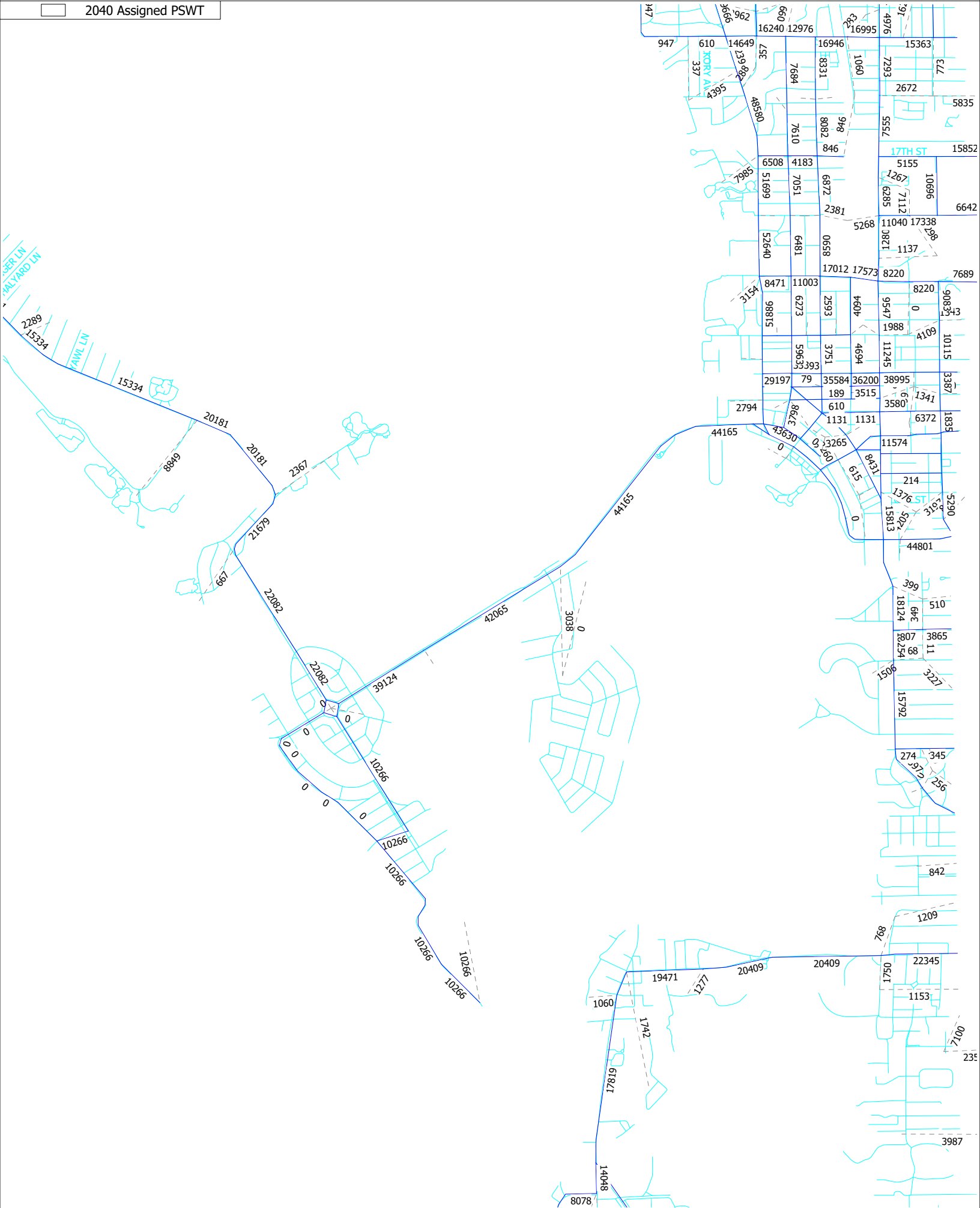


Figure 5: D1RPM v1.0.6 2040 CF Model - Little Ringling Study Area Percent Volume Growth from 2010-2040

- 2010 Assigned PSWT
- 2040 Assigned PSWT
- Percent Annual Growth Rate





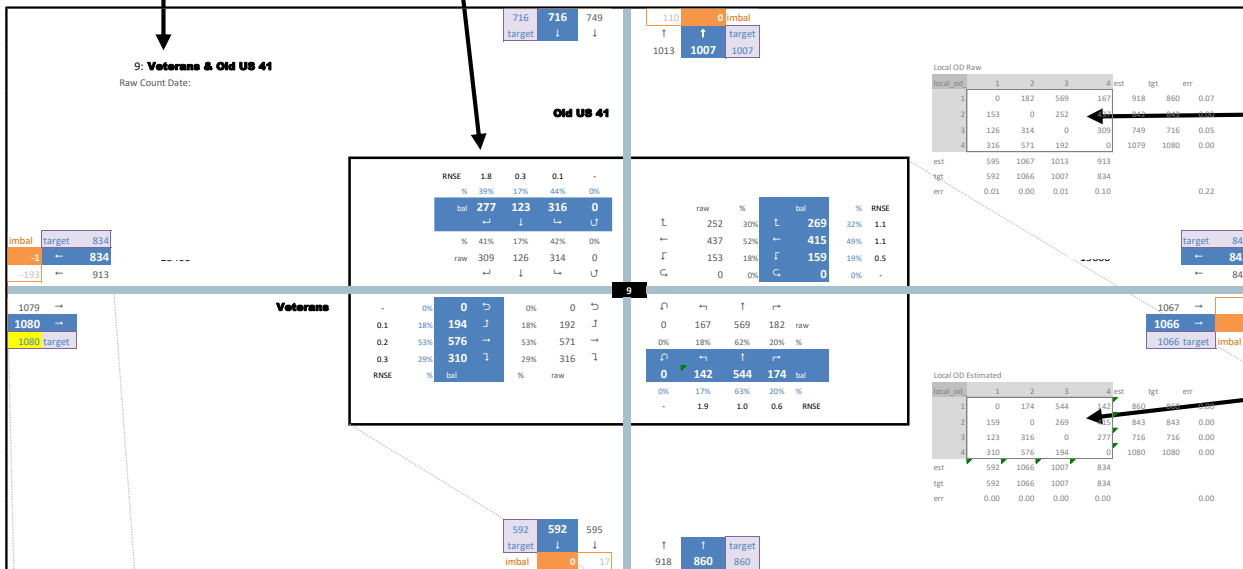
**APPENDIX F:**  
**Design Year Balancing Worksheets**

# Guide to Balancing Worksheets

Name and information about the intersection.

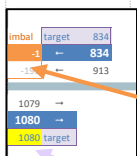
Each approach shows the raw/initial, balanced, RNSE difference, and turning % for each turning movement.

RNSE is a measure of error from the initial value to the balanced value. It is similar to root mean square error except it measures error from the initial value and not from the mean. The formula for  $RNSE = \sqrt{(b-i)^2/i}$  where the initial value is  $i$  and the balanced value is  $b$ .



"Local OD Raw" lists the raw/initial turning movements in OD format necessary for the volume balancing macro.

"Local OD Estimated" lists the balanced turning movements in OD format generated by the volume balancing macro.



## Cell Color Descriptions

Imbalance to next intersection

Raw/initial Values (grey text)

Target DDHV (highlighted if manually set.)

Balanced Values



Total network imbalance: 3.00

Balancing Convergence Criteria:  
 Maximum Iterations: 100  
 Max. Tot. Network Imbalance: 0.01

Do not put intersection data on the left side or above the black border

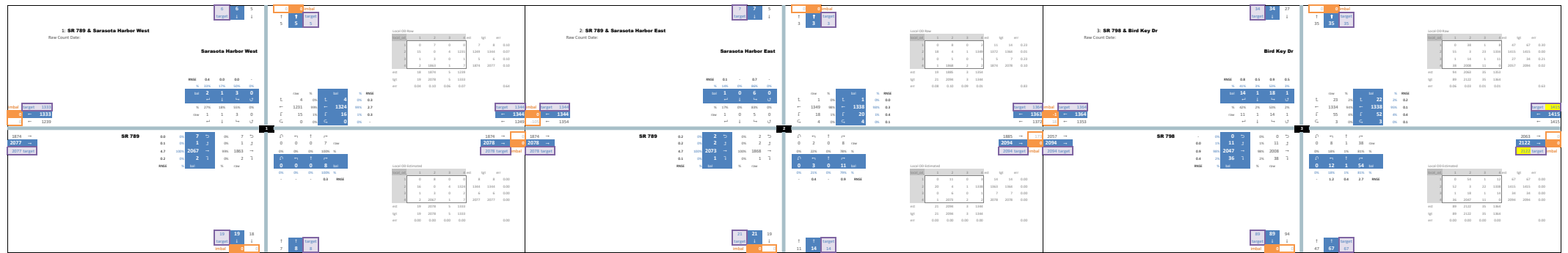
The interface displays a network of intersections with the following data points for each main panel:

- Panel 1: SR 780 & Sarasota Harbor West**
  - Raw Count Date: Sarasota Harbor West
  - Flow: 1385, 1364, 1389
  - Signal: 12, 42, 42
- Panel 2: SR 780 & Sarasota Harbor East**
  - Raw Count Date: Sarasota Harbor East
  - Flow: 1389, 1388, 1379, 1377, 1372, 1401
  - Signal: 32, 32, 31, 11, 15, 15
- Panel 3: SR 780 & Bird Key Dr**
  - Raw Count Date: Bird Key Dr
  - Flow: 1400, 1401, 1401, 1401
  - Signal: 100, 113, 47, 65, 66
- SR 780**
  - Flow: 1385, 1389, 1388, 1379, 1377, 1372, 1401
  - Signal: 12, 42, 42, 32, 32, 31, 11, 15, 15

Total network imbalance: 1.00

Balancing Convergence Criteria	
Maximum Iterations	100
Max. Tot. Network Imbalance	0.01

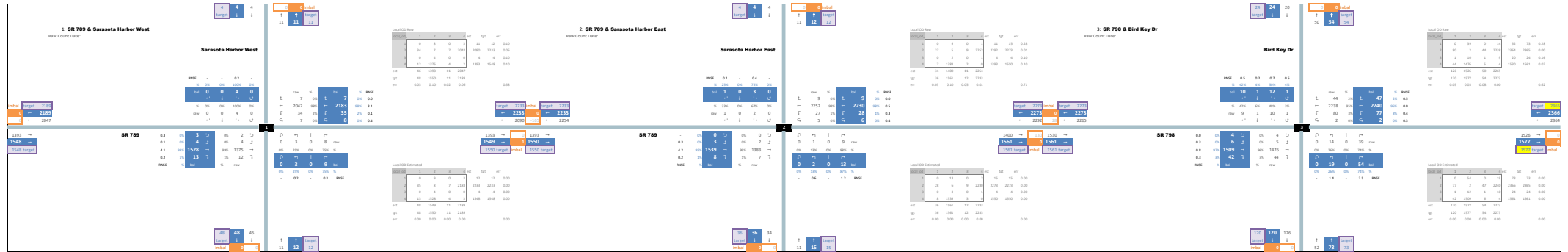
Do not put intersection data on the left side or above the black border



Total network imbalance: 1.00

Balancing Convergence Criteria  
 Maximum Iterations: 100  
 Max. Tot. Network Imbalance: 0.01

Do not put interaction data on the left side or above the black border



Total network imbalance: 1.00

Balancing Convergence Criteria	
Maximum Iterations	100
Max. Tot. Network Imbalance	0.01

Do not put intersection data on the left side or above the black border

The image displays a grid of 12 traffic analysis panels, organized into three columns and four rows. Each panel represents a specific intersection or area:

- Column 1:**
  - Panel 1: SR 789 & Sarasota Harbor West (Sarasota Harbor West)
  - Panel 2: SR 789
- Column 2:**
  - Panel 3: SR 789 & Sarasota Harbor East (Sarasota Harbor East)
  - Panel 4: SR 789
- Column 3:**
  - Panel 5: SR 789 & Bird Key Dr (Bird Key Dr)
  - Panel 6: SR 789

Each panel includes a 'Raw Count Data' table, a 'LOAD CO Matrix' table, and various performance metrics such as 'Max. Tot. Network Imbalance' and 'Balancing Convergence Criteria'. The data is presented in a structured, tabular format with color-coded cells for emphasis.

K 9% AM WB  
D 60% AM NB

**Existing**

SR 789	100	100	100	100	100	100	600	600	
	(7) 2	1 (1)		(6) 4	11 (12)	(7) 4	10 (5)	(34) 22	51 (34)
	R 1	T 1,958 (1,324)		R 6	T 1,956 (1,323)	(1) 0	R 8	T 1,997 (1,339)	R 42
38,800	(1,331) 2	L 1,959	36,800	(1,325) 0	L 38	37,300	(1,343) 1	L 30	L 71
38,500	(2,081) 1,397	L 1,397 (2,081)	38,500	(2,071) 1,381	L 3	38,600	(2,077) 1,385	L 2	L 17
	(0) 0	0 (0)	1	(19) 49	12 (8)	2	(1) 7	15 (14)	38 R
					200 200			300 400	(92) 110
									66 (67)
									1200 1900
									4

Sarasota Harbor W      Sarasota Harbor W / Plymouth Harbor      Sarasota Harbor E      Bird Key

**2025**

SR 789	100	100	100	100	100	100	600	600	
	(7) 2	1 (1)		(6) 4	12 (12)	(7) 4	10 (5)	(35) 22	52 (35)
	R 1	T 1,995 (1,348)		R 6	T 1,993 (1,347)	(1) 0	R 8	T 2,035 (1,363)	R 43
37,600	(1,355) 2	L 1,996	37,500	(1,349) 0	L 39	38,000	(1,367) 1	L 31	L 72
39,600	(2,121) 1,425	L 1,425 (2,121)	39,600	(2,111) 1,408	L 3	39,500	(2,117) 1,412	L 2	L 17
39,300	(2,121) 1,425	L 1,425 (2,121)	39,300	(2,111) 1,408	L 0	39,300	(2,117) 1,412	L 0	L 0
	(0) 0	0 (0)	1	(20) 50	12 (8)	2	(1) 7	15 (14)	39 R
					200 200			300 400	(94) 112
									67 (68)
									1200 1900
									4

Sarasota Harbor W      Sarasota Harbor W / Plymouth Harbor      Sarasota Harbor E      Bird Key

**2045**

SR 789	100	100	100	100	100	100	700	700	
	(8) 2	1 (1)		(6) 4	14 (13)	(7) 4	12 (6)	(38) 24	57 (37)
	R 1	T 2,181 (1,470)		R 7	T 2,179 (1,469)	(1) 0	R 9	T 2,226 (1,487)	R 47
41,100	(1,478) 2	L 2,182	40,900	(1,471) 0	L 43	41,400	(1,491) 1	L 34	L 79
43,400	(2,323) 1,563	L 1,563 (2,323)	43,400	(2,311) 1,543	L 3	43,200	(2,316) 1,545	L 2	L 19
43,000	(2,323) 1,563	L 1,563 (2,323)	43,000	(2,311) 1,543	L 0	43,000	(2,322) 1,545	L 0	L 0
	(0) 0	0 (0)	1	(3) 13	12 (8)	2	(1) 8	15 (14)	42 R
					200 200			300 400	(102) 122
									73 (74)
									1400 2100
									4

Sarasota Harbor W      Sarasota Harbor W / Plymouth Harbor      Sarasota Harbor E      Bird Key

**APPENDIX B**

**Florida Traffic Information (FTI)**

**Database Reports**



YEAR	SFCAT	WEEK_NUMBER	DATES	VALUE	PEEK_WEEKS
2018	1702	1	01/01/2018 - 01/06/2018	1.06	
2018	1702	2	01/07/2018 - 01/13/2018	1.03	
2018	1702	3	01/14/2018 - 01/20/2018	1	
2018	1702	4	01/21/2018 - 01/27/2018	0.96	
2018	1702	5	01/28/2018 - 02/03/2018	0.93	*
2018	1702	6	02/04/2018 - 02/10/2018	0.89	*
2018	1702	7	02/11/2018 - 02/17/2018	0.86	*
2018	1702	8	02/18/2018 - 02/24/2018	0.85	*
2018	1702	9	02/25/2018 - 03/03/2018	0.85	*
2018	1702	10	03/04/2018 - 03/10/2018	0.85	*
2018	1702	11	03/11/2018 - 03/17/2018	0.85	*
2018	1702	12	03/18/2018 - 03/24/2018	0.86	*
2018	1702	13	03/25/2018 - 03/31/2018	0.87	*
2018	1702	14	04/01/2018 - 04/07/2018	0.88	*
2018	1702	15	04/08/2018 - 04/14/2018	0.89	*
2018	1702	16	04/15/2018 - 04/21/2018	0.9	*
2018	1702	17	04/22/2018 - 04/28/2018	0.93	*
2018	1702	18	04/29/2018 - 05/05/2018	0.96	
2018	1702	19	05/06/2018 - 05/12/2018	0.99	
2018	1702	20	05/13/2018 - 05/19/2018	1.03	
2018	1702	21	05/20/2018 - 05/26/2018	1.03	
2018	1702	22	05/27/2018 - 06/02/2018	1.03	
2018	1702	23	06/03/2018 - 06/09/2018	1.03	
2018	1702	24	06/10/2018 - 06/16/2018	1.03	
2018	1702	25	06/17/2018 - 06/23/2018	1.03	
2018	1702	26	06/24/2018 - 06/30/2018	1.03	
2018	1702	27	07/01/2018 - 07/07/2018	1.03	
2018	1702	28	07/08/2018 - 07/14/2018	1.03	
2018	1702	29	07/15/2018 - 07/21/2018	1.04	
2018	1702	30	07/22/2018 - 07/28/2018	1.05	
2018	1702	31	07/29/2018 - 08/04/2018	1.07	
2018	1702	32	08/05/2018 - 08/11/2018	1.09	
2018	1702	33	08/12/2018 - 08/18/2018	1.11	
2018	1702	34	08/19/2018 - 08/25/2018	1.12	
2018	1702	35	08/26/2018 - 09/01/2018	1.14	
2018	1702	36	09/02/2018 - 09/08/2018	1.16	
2018	1702	37	09/09/2018 - 09/15/2018	1.18	
2018	1702	38	09/16/2018 - 09/22/2018	1.16	
2018	1702	39	09/23/2018 - 09/29/2018	1.14	
2018	1702	40	09/30/2018 - 10/06/2018	1.12	
2018	1702	41	10/07/2018 - 10/13/2018	1.1	
2018	1702	42	10/14/2018 - 10/20/2018	1.09	

YEAR	SFCAT	WEEK_NUMBER	DATES	VALUE	PEEK_WEEKS
2018	1702	43	10/21/2018 - 10/27/2018	1.08	
2018	1702	44	10/28/2018 - 11/03/2018	1.08	
2018	1702	45	11/04/2018 - 11/10/2018	1.07	
2018	1702	46	11/11/2018 - 11/17/2018	1.07	
2018	1702	47	11/18/2018 - 11/24/2018	1.06	
2018	1702	48	11/25/2018 - 12/01/2018	1.06	
2018	1702	49	12/02/2018 - 12/08/2018	1.06	
2018	1702	50	12/09/2018 - 12/15/2018	1.06	
2018	1702	51	12/16/2018 - 12/22/2018	1.04	
2018	1702	52	12/23/2018 - 12/29/2018	1.02	
2018	1702	53	12/30/2018 - 12/31/2018	1	

YEAR	AFCAT	WEEK_NUMBER	DATES	VALUE	COUNTY
2018	1702	01	01/01/2018 - 0	0.98	17
2018	1702	02	01/07/2018 - 0	0.98	17
2018	1702	03	01/14/2018 - 0	0.98	17
2018	1702	04	01/21/2018 - 0	0.98	17
2018	1702	05	01/28/2018 - 0	0.98	17
2018	1702	06	02/04/2018 - 0	0.98	17
2018	1702	07	02/11/2018 - 0	0.98	17
2018	1702	08	02/18/2018 - 0	0.98	17
2018	1702	09	02/25/2018 - 0	0.98	17
2018	1702	10	03/04/2018 - 0	0.99	17
2018	1702	11	03/11/2018 - 0	0.99	17
2018	1702	12	03/18/2018 - 0	0.99	17
2018	1702	13	03/25/2018 - 0	0.99	17
2018	1702	14	04/01/2018 - 0	0.99	17
2018	1702	15	04/08/2018 - 0	0.99	17
2018	1702	16	04/15/2018 - 0	0.99	17
2018	1702	17	04/22/2018 - 0	0.99	17
2018	1702	18	04/29/2018 - 0	0.99	17
2018	1702	19	05/06/2018 - 0	0.99	17
2018	1702	20	05/13/2018 - 0	0.99	17
2018	1702	21	05/20/2018 - 0	0.99	17
2018	1702	22	05/27/2018 - 0	0.99	17
2018	1702	23	06/03/2018 - 0	0.99	17
2018	1702	24	06/10/2018 - 0	0.99	17
2018	1702	25	06/17/2018 - 0	0.99	17
2018	1702	26	06/24/2018 - 0	0.99	17
2018	1702	27	07/01/2018 - 0	0.99	17
2018	1702	28	07/08/2018 - 0	0.99	17
2018	1702	29	07/15/2018 - 0	0.99	17
2018	1702	30	07/22/2018 - 0	0.99	17
2018	1702	31	07/29/2018 - 0	0.99	17
2018	1702	32	08/05/2018 - 0	0.99	17
2018	1702	33	08/12/2018 - 0	0.99	17
2018	1702	34	08/19/2018 - 0	0.99	17
2018	1702	35	08/26/2018 - 0	0.99	17
2018	1702	36	09/02/2018 - 0	0.99	17
2018	1702	37	09/09/2018 - 0	0.99	17
2018	1702	38	09/16/2018 - 0	0.99	17
2018	1702	39	09/23/2018 - 0	0.99	17
2018	1702	40	09/30/2018 - 1	0.99	17
2018	1702	41	10/07/2018 - 1	0.99	17
2018	1702	42	10/14/2018 - 1	0.98	17

YEAR	AFCAT	WEEK_NUMBER	DATES	VALUE	COUNTY
2018	1702	43	10/21/2018 - 1	0.98	17
2018	1702	44	10/28/2018 - 1	0.98	17
2018	1702	45	11/04/2018 - 1	0.98	17
2018	1702	46	11/11/2018 - 1	0.98	17
2018	1702	47	11/18/2018 - 1	0.98	17
2018	1702	48	11/25/2018 - 1	0.98	17
2018	1702	49	12/02/2018 - 1	0.98	17
2018	1702	50	12/09/2018 - 1	0.98	17
2018	1702	51	12/16/2018 - 1	0.98	17
2018	1702	52	12/23/2018 - 1	0.98	17
2018	1702	53	12/30/2018 - 1	0.98	17

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2021 HISTORICAL AADT REPORT

COUNTY: 17 - SARASOTA

SITE: 0011 - SR-789, RINGLING CAUSEWAY BRIDGE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	39000	C	W 19500		E 19500	9.00	52.30	3.90
2020	34000	C	W 17000		E 17000	9.00	51.80	3.90
2019	34000	C	W 17000		E 17000	9.00	52.00	4.60
2018	34000	C	W 17000		E 17000	9.00	52.30	4.70
2017	34500	C	W 17000		E 17500	9.00	52.30	2.60
2016	33000	C	W 16500		E 16500	9.00	52.60	5.60
2015	35000	C	W 17500		E 17500	9.00	52.30	3.80
2014	33000	S	W 16500		E 16500	9.00	52.10	3.60
2013	32000	F	W 16000		E 16000	9.00	52.00	3.60
2012	32000	C	W 16000		E 16000	9.00	51.80	3.60
2011	33000	F	W 15500		E 17500	9.00	52.30	3.80
2010	33000	C	W 15500		E 17500	10.80	51.78	3.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2021 HISTORICAL AADT REPORT

COUNTY: 17 - SARASOTA

SITE: 5026 - SR 789, EAST OF ADAMS RD

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	35000	C	W 17500		E 17500	9.00	52.30	3.70
2020	29500	C	W 15000		E 14500	9.00	51.80	3.60
2019	28500	C	W 14500		E 14000	9.00	52.00	5.00
2018	30000	C	W 15000		E 15000	9.00	52.30	3.50
2017	29000	C	W 15000		E 14000	9.00	52.30	3.00
2016	24500	C	W 12000		E 12500	9.00	52.60	4.90
2015	25500	C	W 12500		E 13000	9.00	52.30	4.20
2014	25000	S	W 12000		E 13000	9.00	52.10	3.60
2013	25000	F	W 12000		E 13000	9.00	52.00	3.60
2012	25000	C	W 12000		E 13000	9.00	51.80	3.60
2011	26000	S	W 13000		E 13000	9.00	52.30	2.30
2010	26000	F	W 13000		E 13000	10.80	51.78	4.10
2009	26500	C	W 13000		E 13500	10.76	53.10	3.80
2008	25000	C	W 12500		E 12500	10.84	51.92	4.30
2007	25500	C	W 13000		E 12500	11.00	52.45	3.30
2006	32500	F	W 17000		E 15500	10.30	53.57	4.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2021 HISTORICAL AADT REPORT

COUNTY: 17 - SARASOTA

SITE: 5078 - SR 789/GULFSTREAM AVE, WEST OF BIRD KEY DR

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	35000	C	W 17500		E 17500	9.00	52.30	3.70
2020	32000	C	W 16000		E 16000	9.00	51.80	3.60
2019	31000	C	W 15500		E 15500	9.00	52.00	5.00
2018	33000	C	W 16500		E 16500	9.00	52.30	3.50
2017	35500	C	W 18000		E 17500	9.00	52.30	3.90
2016	34000	C	W 17000		E 17000	9.00	52.60	3.90
2015	29000	C	W 15000		E 14000	9.00	52.30	3.90
2014	32500	C	W 16500		E 16000	9.00	52.10	2.40
2013	31500	F	W 16000		E 15500	9.00	52.00	3.30
2012	31500	C	W 16000		E 15500	9.00	51.80	3.30
2011	28000	F	W 14000		E 14000	9.00	52.30	3.30
2010	28000	C	W 14000		E 14000	10.80	51.78	3.30
2009	33500	C	W 17000		E 16500	10.76	53.10	3.20
2008	28500	C	W 14000		E 14500	10.84	51.92	3.80
2007	31500	C	W 16000		E 15500	11.00	52.45	3.00
2006	29000	C	W 14500		E 14500	10.30	53.57	3.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

# APPENDIX C

## Signal Timings



### Signal Timing Report

(For isolated traffic signal)

Drawn By:	RC
Date:	11/20/15
Checked By:	EMG
Date:	11/20/15

Approved By:	<i>R. Churaman</i>
	Rovindra Churaman, P.E. # 73829
Date:	11.10.2015

Revisions	Location Details	
04/2015: Updated the controller timing parameters to June 2014 Guidelines. Increased detection delay for minor street right turn movements.	Section: <b>17030</b>	Mile Post: <b>1.211</b>
09/2015: Updated controller timings parameters to reflect addition of new crosswalk/stop bar relocation on Bird Key Dr (MURT trail sidewalk enhancement project)	Major Street: <b>SR 789</b>	Orientation: <b>N-S (considered)</b>
	Minor Street: <b>Bird Key Dr</b>	Orientation: <b>E-W (considered)</b>
	Sig ID: <b>924</b>	
<i>Implemented: 06.03.2015</i>		

**Disclaimer Statement**

The revisions noted above are the only timing parameters being approved. The remaining timing data was previously approved as part of previous revisions or as part of previous retiming efforts.

**Controller Timings**

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction		<b>SB</b>		<b>WB</b>	<b>SBL</b>	<b>NB</b>		<b>EB</b>	
Turn Type					<i>Prot/Perm</i>				
Min Green		<b>8</b>		<b>7</b>	<b>5</b>	<b>8</b>		<b>7</b>	
Ext		<b>5.0</b>		<b>3.0</b>	<b>3.0</b>	<b>5.0</b>		<b>3.0</b>	
Yellow		<b>4.5</b>		<b>3.7</b>	<b>4.5</b>	<b>4.5</b>		<b>3.7</b>	
All Red		<b>2.2</b>		<b>2.4</b>	<b>2.2</b>	<b>2.2</b>		<b>2.4</b>	
Max I		<b>52</b>		<b>25</b>	<b>19</b>	<b>52</b>		<b>25</b>	
Max II									
Max Limit									
Adjust By									
Walk				<b>11</b>		<b>7</b>			
Flashing Don't Walk				<b>25</b>		<b>28</b>			
Detector Memory									
Det. Cross Switch.					<b>YES</b>				
Dual Entry		<b>ON</b>		<b>ON</b>		<b>ON</b>		<b>ON</b>	
Recall		<b>MIN</b>				<b>MIN</b>			

SOP 11

Ring - 1	2	4
Ring - 2	5	8

Notes:

- 1) Program phase restrictions to omit Phase 5 when Phase 6 is green, in addition to detector cross switching
- 2) Program 8 sec detection delay for minor side street right turn movements.

# APPENDIX D

## Synchro / SimTraffic Reports

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	1385	1961	1	0	2
Future Vol, veh/h	0	1385	1961	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	0	1458	2064	1	0	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 1033
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.98
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.34
Pot Cap-1 Maneuver	0	-	- 0 226
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 226
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	21.1
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	226
HCM Lane V/C Ratio	-	-	-	0.009
HCM Control Delay (s)	-	-	-	21.1
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0

Approach		
Approach Direction	EB	
Median Present?	Yes	
Approach Delay(s)	1497.5	
Level of Service	F	
Crosswalk		
Length (ft)	40	29
Lanes Crossed	2	2
Veh Vol Crossed	1385	1961
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	14.43	11.29
Prob of Delayed X-ing	1.00	1.00
Prob of Blocked Lane	0.94	0.95
Delay for adq Gap	654.81	847.08
Avg Ped Delay (s)	652.27	845.27

Approach		
Approach Direction	WB	
Median Present?	Yes	
Approach Delay(s)	4925.0	
Level of Service	F	
Crosswalk		
Length (ft)	40	29
Lanes Crossed	2	2
Veh Vol Crossed	1961	1385
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	14.43	11.29
Prob of Delayed X-ing	1.00	0.99
Prob of Blocked Lane	0.98	0.89
Delay for adq Gap	4741.00	188.32
Avg Ped Delay (s)	4739.17	185.87

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑		↘	↑↑			↘	↗		↘	↗
Traffic Vol, veh/h	5	1369	11	38	1959	6	3	0	9	4	0	0
Future Vol, veh/h	5	1369	11	38	1959	6	3	0	9	4	0	0
Conflicting Peds, #/hr	54	0	37	37	0	54	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	30	-	-	30
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	5	1441	12	40	2062	6	3	0	9	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2122	0	0	1490	0	0	2605	3696	764	2930	3699	1088
Stage 1	-	-	-	-	-	-	1494	1494	-	2199	2199	-
Stage 2	-	-	-	-	-	-	1111	2202	-	731	1500	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.58	6.58	6.98	7.58	6.58	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.54	4.04	3.34	3.54	4.04	3.34
Pot Cap-1 Maneuver	246	-	-	437	-	-	12	4	342	6	4	208
Stage 1	-	-	-	-	-	-	126	181	-	45	80	-
Stage 2	-	-	-	-	-	-	219	79	-	375	180	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	233	-	-	422	-	-	11	3	330	5	3	197
Mov Cap-2 Maneuver	-	-	-	-	-	-	11	3	-	5	3	-
Stage 1	-	-	-	-	-	-	119	171	-	42	69	-
Stage 2	-	-	-	-	-	-	198	68	-	356	170	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			120.3			\$ 1213		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	11	330	233	-	-	422	-	-	5	-
HCM Lane V/C Ratio	0.287	0.029	0.023	-	-	0.095	-	-	0.842	-
HCM Control Delay (s)	\$ 432.7	16.2	20.8	-	-	14.4	-	-	\$ 1213	0
HCM Lane LOS	F	C	C	-	-	B	-	-	F	A
HCM 95th %tile Q(veh)	0.7	0.1	0.1	-	-	0.3	-	-	1.2	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Approach**

Approach Direction	EB
Median Present?	Yes
Approach Delay(s)	1329.9
Level of Service	F

**Crosswalk**

Length (ft)	29	31
Lanes Crossed	2	2
Veh Vol Crossed	1369	1959
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.29	11.86
Prob of Delayed X-ing	0.99	1.00
Prob of Blocked Lane	0.88	0.96
Delay for adq Gap	180.76	1153.46
Avg Ped Delay (s)	178.29	1151.64

**Approach**

Approach Direction	WB
Median Present?	Yes
Approach Delay(s)	876.9
Level of Service	F

**Crosswalk**

Length (ft)	28	28
Lanes Crossed	2	2
Veh Vol Crossed	1959	1369
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.00
Prob of Delayed X-ing	1.00	0.98
Prob of Blocked Lane	0.95	0.88
Delay for adq Gap	719.91	161.25
Avg Ped Delay (s)	718.10	158.79

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑		↘	↑↑			↔			↘	↗
Traffic Vol, veh/h	2	1379	7	30	2001	8	2	0	13	3	0	1
Future Vol, veh/h	2	1379	7	30	2001	8	2	0	13	3	0	1
Conflicting Peds, #/hr	61	0	46	46	0	61	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	20
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	2	1452	7	32	2106	8	2	0	14	3	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2175	0	0	1505	0	0	2623	3745	776	2965	3744	1118
Stage 1	-	-	-	-	-	-	1506	1506	-	2235	2235	-
Stage 2	-	-	-	-	-	-	1117	2239	-	730	1509	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.58	6.58	6.98	7.58	6.58	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.54	4.04	3.34	3.54	4.04	3.34
Pot Cap-1 Maneuver	235	-	-	431	-	-	11	4	336	6	4	198
Stage 1	-	-	-	-	-	-	124	179	-	42	76	-
Stage 2	-	-	-	-	-	-	218	76	-	375	178	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	221	-	-	412	-	-	10	3	321	5	3	186
Mov Cap-2 Maneuver	-	-	-	-	-	-	10	3	-	5	3	-
Stage 1	-	-	-	-	-	-	118	170	-	39	66	-
Stage 2	-	-	-	-	-	-	200	66	-	356	169	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			81.9			\$ 832.6		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	62	221	-	-	412	-	-	5	186
HCM Lane V/C Ratio	0.255	0.01	-	-	0.077	-	-	0.632	0.006
HCM Control Delay (s)	81.9	21.4	-	-	14.5	-	-	\$ 1102	24.5
HCM Lane LOS	F	C	-	-	B	-	-	F	C
HCM 95th %tile Q(veh)	0.9	0	-	-	0.2	-	-	1	0

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Approach		
Approach Direction	EB	
Median Present?	Yes	
Approach Delay(s)	963.7	
Level of Service	F	
Crosswalk		
Length (ft)	28	28
Lanes Crossed	2	2
Veh Vol Crossed	1379	2001
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.00
Prob of Delayed X-ing	0.99	1.00
Prob of Blocked Lane	0.88	0.95
Delay for adq Gap	165.31	802.56
Avg Ped Delay (s)	162.87	800.79

Approach		
Approach Direction	WB	
Median Present?	Yes	
Approach Delay(s)	983.8	
Level of Service	F	
Crosswalk		
Length (ft)	28	29
Lanes Crossed	2	2
Veh Vol Crossed	2001	1379
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.29
Prob of Delayed X-ing	1.00	0.99
Prob of Blocked Lane	0.95	0.88
Delay for adq Gap	802.56	185.45
Avg Ped Delay (s)	800.79	182.99



HCM 6th Signalized Intersection Summary  
4: Bird Key Dr/Park Ent & SR 789

2021 Existing  
AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑	↗	↖	↑↑			↖	↗	↖	↗	
Traffic Volume (veh/h)	9	1354	38	71	2009	42	17	0	49	12	1	9
Future Volume (veh/h)	9	1354	38	71	2009	42	17	0	49	12	1	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.91	1.00		0.95	0.90		0.88	0.91		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	9	1425	40	75	2115	44	18	0	52	13	1	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	87	1842	750	222	2234	46	355	0	320	333	33	300
Arrive On Green	0.53	0.53	0.53	0.04	0.64	0.64	0.23	0.00	0.23	0.23	0.23	0.23
Sat Flow, veh/h	181	3497	1423	1753	3500	72	1215	0	1376	1208	143	1290
Grp Volume(v), veh/h	9	1425	40	75	1052	1107	18	0	52	13	0	10
Grp Sat Flow(s),veh/h/ln	181	1749	1423	1753	1749	1824	1215	0	1376	1208	0	1433
Q Serve(g_s), s	4.8	32.3	1.4	1.8	54.1	55.4	1.1	0.0	3.0	0.8	0.0	0.5
Cycle Q Clear(g_c), s	49.1	32.3	1.4	1.8	54.1	55.4	1.7	0.0	3.0	2.5	0.0	0.5
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		0.90
Lane Grp Cap(c), veh/h	87	1842	750	222	1116	1164	355	0	320	333	0	333
V/C Ratio(X)	0.10	0.77	0.05	0.34	0.94	0.95	0.05	0.00	0.16	0.04	0.00	0.03
Avail Cap(c_a), veh/h	87	1845	751	486	1116	1164	391	0	360	368	0	375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.2	18.7	11.4	16.2	16.3	16.5	30.0	0.0	30.3	30.8	0.0	29.4
Incr Delay (d2), s/veh	1.1	2.5	0.1	0.9	15.5	16.3	0.1	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	12.6	0.4	0.7	22.9	24.6	0.3	0.0	1.0	0.3	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	21.2	11.5	17.1	31.7	32.8	30.1	0.0	30.6	30.9	0.0	29.4
LnGrp LOS	D	C	B	B	C	C	C	A	C	C	A	C
Approach Vol, veh/h		1474			2234			70				23
Approach Delay, s/veh		21.1			31.8			30.5				30.2
Approach LOS		C			C			C				C
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		70.0		29.1	11.1	58.9		29.1				
Change Period (Y+Rc), s		* 6.7		* 6.1	* 6.7	* 6.7		* 6.1				
Max Green Setting (Gmax), s		* 52		* 26	* 19	* 52		* 26				
Max Q Clear Time (g_c+I1), s		57.4		5.0	3.8	51.1		4.5				
Green Ext Time (p_c), s		0.0		0.2	0.1	1.1		0.0				

Intersection Summary

HCM 6th Ctrl Delay	27.6
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	77.6	65.0	55.0	65.6
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	25	25
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	58.5	58.5	58.5	58.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.16	3.17	2.01	2.17
Pedestrian Crosswalk LOS	C	C	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1474	2234	70	23
Effct. Green for Bike (s)	58.4	69.4	7.4	7.4
Cross Street Width (ft)	55.0	65.6	65.0	77.6
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	998	1186	126	126
Bicycle Delay (s/bike)	14.7	9.7	51.3	51.3
Bicycle Compliance	Fair	Good	Poor	Poor
Bicycle LOS Score	3.62	4.41	2.67	2.78
Bicycle LOS	D	D	C	C



**Intersection: 1: SR 789 & Sarasota Harbour West WB only**

Movement	SB
Directions Served	R
Maximum Queue (ft)	29
Average Queue (ft)	2
95th Queue (ft)	13
Link Distance (ft)	672
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 2: Plymouth Harbor Ent/Sarasota Harbour West Ent & SR 789**

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LT
Maximum Queue (ft)	27	10	34	86	58	23	51	39	45
Average Queue (ft)	3	0	1	25	2	0	9	9	7
95th Queue (ft)	16	8	14	62	27	1	37	33	30
Link Distance (ft)		533	533		590	590	588		598
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	100			100				30	
Storage Blk Time (%)		0		0	0		24	2	16
Queuing Penalty (veh)		0		5	0		2	0	0

**Intersection: 3: Yacht Club Ent/Sarasota Harbour East Ent & SR 789**

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	T	L	TR	LTR	LT	R
Maximum Queue (ft)	18	8	58	9	68	33	30
Average Queue (ft)	1	0	20	0	16	4	2
95th Queue (ft)	10	5	50	6	49	20	12
Link Distance (ft)		590		2530	544	592	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100		100				20
Storage Blk Time (%)			0			7	1
Queuing Penalty (veh)			0			0	0

Intersection: 4: Bird Key Dr/Park Ent & SR 789

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	LT	R	L	TR
Maximum Queue (ft)	93	412	419	249	304	1145	1141	58	71	55	42
Average Queue (ft)	10	204	218	29	106	588	582	10	24	12	8
95th Queue (ft)	42	342	359	129	296	1153	1139	35	55	41	31
Link Distance (ft)		2530	2530			1697	1697	1131			587
Upstream Blk Time (%)						1	1				
Queuing Penalty (veh)						0	0				
Storage Bay Dist (ft)	75			175	230				20	30	
Storage Blk Time (%)	1	27	14			27		10	18	10	7
Queuing Penalty (veh)	4	2	5			19		5	3	1	1

Network Summary

Network wide Queuing Penalty: 48

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	2077	1325	1	0	7
Future Vol, veh/h	0	2077	1325	1	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	0	2186	1395	1	0	7

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	378
HCM Lane V/C Ratio	-	-	-	0.019
HCM Control Delay (s)	-	-	-	14.7
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

**Approach**

Approach Direction	EB	
Median Present?	Yes	
Approach Delay(s)	7290.2	
Level of Service	F	

**Crosswalk**

Length (ft)	40	29
Lanes Crossed	2	2
Veh Vol Crossed	2077	1325
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	14.43	11.29
Prob of Delayed X-ing	1.00	0.98
Prob of Blocked Lane	0.98	0.87
Delay for adq Gap	7132.90	161.53
Avg Ped Delay (s)	7131.17	159.00

**Approach**

Approach Direction	WB	
Median Present?	Yes	
Approach Delay(s)	1685.8	
Level of Service	F	

**Crosswalk**

Length (ft)	40	29
Lanes Crossed	2	2
Veh Vol Crossed	1325	2077
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	14.43	11.29
Prob of Delayed X-ing	1.00	1.00
Prob of Blocked Lane	0.93	0.96
Delay for adq Gap	535.57	1154.59
Avg Ped Delay (s)	532.92	1152.87



Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑		↘	↑↑			↘	↗		↘	↗
Traffic Vol, veh/h	8	2067	2	16	1324	4	0	0	8	3	1	2
Future Vol, veh/h	8	2067	2	16	1324	4	0	0	8	3	1	2
Conflicting Peds, #/hr	54	0	37	37	0	54	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	30	-	-	30
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	8	2176	2	17	1394	4	0	0	8	3	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1452	0	0	2215	0	0	2962	3716	1126	2588	3715	753
Stage 1	-	-	-	-	-	-	2230	2230	-	1484	1484	-
Stage 2	-	-	-	-	-	-	732	1486	-	1104	2231	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.58	6.58	6.98	7.58	6.58	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.54	4.04	3.34	3.54	4.04	3.34
Pot Cap-1 Maneuver	452	-	-	226	-	-	6	4	196	12	4	348
Stage 1	-	-	-	-	-	-	43	77	-	128	183	-
Stage 2	-	-	-	-	-	-	374	183	-	222	77	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	429	-	-	218	-	-	4	3	189	10	3	330
Mov Cap-2 Maneuver	-	-	-	-	-	-	4	3	-	10	3	-
Stage 1	-	-	-	-	-	-	41	73	-	119	160	-
Stage 2	-	-	-	-	-	-	340	160	-	208	73	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			24.9			\$ 657.5		
HCM LOS							C			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	189	429	-	-	218	-	-	6	330
HCM Lane V/C Ratio	-	0.045	0.02	-	-	0.077	-	-	0.702	0.006
HCM Control Delay (s)	0	24.9	13.6	-	-	22.9	-	-	\$ 978.3	16
HCM Lane LOS	A	C	B	-	-	C	-	-	F	C
HCM 95th %tile Q(veh)	-	0.1	0.1	-	-	0.2	-	-	1.1	0

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Approach**

Approach Direction	EB
Median Present?	Yes
Approach Delay(s)	1320.7
Level of Service	F

**Crosswalk**

Length (ft)	29	31
Lanes Crossed	2	2
Veh Vol Crossed	2067	1324
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.29	11.86
Prob of Delayed X-ing	1.00	0.99
Prob of Blocked Lane	0.96	0.89
Delay for adq Gap	1124.07	200.94
Avg Ped Delay (s)	1122.35	198.38

**Approach**

Approach Direction	WB
Median Present?	Yes
Approach Delay(s)	1092.5
Level of Service	F

**Crosswalk**

Length (ft)	28	28
Lanes Crossed	2	2
Veh Vol Crossed	1324	2067
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.00
Prob of Delayed X-ing	0.98	1.00
Prob of Blocked Lane	0.87	0.96
Delay for adq Gap	144.18	952.57
Avg Ped Delay (s)	141.65	950.85

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑		↘	↑↑			↔			↘	↗
Traffic Vol, veh/h	4	2073	1	24	1338	1	3	0	11	6	0	1
Future Vol, veh/h	4	2073	1	24	1338	1	3	0	11	6	0	1
Conflicting Peds, #/hr	61	0	46	46	0	61	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	20
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	4	2182	1	25	1408	1	3	0	12	6	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1470	0	0	2229	0	0	2991	3757	1138	2619	3757	766
Stage 1	-	-	-	-	-	-	2237	2237	-	1520	1520	-
Stage 2	-	-	-	-	-	-	754	1520	-	1099	2237	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.58	6.58	6.98	7.58	6.58	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.54	4.04	3.34	3.54	4.04	3.34
Pot Cap-1 Maneuver	445	-	-	223	-	-	6	4	192	11	4	341
Stage 1	-	-	-	-	-	-	42	76	-	122	176	-
Stage 2	-	-	-	-	-	-	363	176	-	223	76	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	419	-	-	213	-	-	5	3	184	9	3	321
Mov Cap-2 Maneuver	-	-	-	-	-	-	5	3	-	9	3	-
Stage 1	-	-	-	-	-	-	40	72	-	114	146	-
Stage 2	-	-	-	-	-	-	319	146	-	207	72	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.4			\$ 351.5			\$ 602		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	21	419	-	-	213	-	-	9	321
HCM Lane V/C Ratio	0.702	0.01	-	-	0.119	-	-	0.702	0.003
HCM Control Delay (s)	\$ 351.5	13.7	-	-	24.2	-	-	\$ 699.6	16.3
HCM Lane LOS	F	B	-	-	C	-	-	F	C
HCM 95th %tile Q(veh)	2	0	-	-	0.4	-	-	1.4	0

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Approach		
Approach Direction	EB	
Median Present?	Yes	
Approach Delay(s)	1112.6	
Level of Service	F	
Crosswalk		
Length (ft)	28	28
Lanes Crossed	2	2
Veh Vol Crossed	2073	1338
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.00
Prob of Delayed X-ing	1.00	0.98
Prob of Blocked Lane	0.96	0.87
Delay for adq Gap	967.56	149.28
Avg Ped Delay (s)	965.84	146.78

Approach		
Approach Direction	WB	
Median Present?	Yes	
Approach Delay(s)	1287.3	
Level of Service	F	
Crosswalk		
Length (ft)	28	29
Lanes Crossed	2	2
Veh Vol Crossed	1338	2073
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.29
Prob of Delayed X-ing	0.98	1.00
Prob of Blocked Lane	0.87	0.96
Delay for adq Gap	149.28	1142.28
Avg Ped Delay (s)	146.78	1140.56

HCM 6th Signalized Intersection Summary  
4: Bird Key Dr/Park Ent & SR 789

2021 Existing  
PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑	↗	↖	↑↑			↖	↗	↖	↗	
Traffic Volume (veh/h)	11	2047	36	55	1338	22	12	1	54	19	1	14
Future Volume (veh/h)	11	2047	36	55	1338	22	12	1	54	19	1	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.91	1.00		0.95	0.90		0.88	0.91		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	12	2155	38	58	1408	23	13	1	57	20	1	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	218	1851	753	144	2242	37	335	23	321	335	21	311
Arrive On Green	0.53	0.53	0.53	0.04	0.64	0.64	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	367	3497	1423	1753	3518	57	1134	100	1376	1202	89	1332
Grp Volume(v), veh/h	12	2155	38	58	699	732	14	0	57	20	0	16
Grp Sat Flow(s),veh/h/ln	367	1749	1423	1753	1749	1827	1234	0	1376	1202	0	1421
Q Serve(g_s), s	2.0	52.3	1.3	1.4	23.9	23.9	0.6	0.0	3.3	1.3	0.0	0.9
Cycle Q Clear(g_c), s	15.3	52.3	1.3	1.4	23.9	23.9	1.5	0.0	3.3	2.8	0.0	0.9
Prop In Lane	1.00		1.00	1.00		0.03	0.93		1.00	1.00		0.94
Lane Grp Cap(c), veh/h	218	1851	753	144	1114	1164	358	0	321	335	0	331
V/C Ratio(X)	0.06	1.16	0.05	0.40	0.63	0.63	0.04	0.00	0.18	0.06	0.00	0.05
Avail Cap(c_a), veh/h	218	1851	753	415	1114	1164	395	0	361	370	0	372
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	23.3	11.3	23.5	10.8	10.8	29.7	0.0	30.3	30.7	0.0	29.4
Incr Delay (d2), s/veh	0.2	80.3	0.1	1.8	1.6	1.6	0.0	0.0	0.3	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	39.9	0.4	0.8	8.5	8.9	0.3	0.0	1.1	0.4	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.9	103.6	11.3	25.3	12.4	12.4	29.8	0.0	30.6	30.8	0.0	29.4
LnGrp LOS	B	F	B	C	B	B	C	A	C	C	A	C
Approach Vol, veh/h		2205			1489			71				36
Approach Delay, s/veh		101.5			12.9			30.4				30.2
Approach LOS		F			B			C				C
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		69.7		29.1	10.7	59.0		29.1				
Change Period (Y+Rc), s		* 6.7		* 6.1	* 6.7	* 6.7		* 6.1				
Max Green Setting (Gmax), s		* 52		* 26	* 19	* 52		* 26				
Max Q Clear Time (g_c+I1), s		25.9		5.3	3.4	54.3		4.8				
Green Ext Time (p_c), s		19.1		0.2	0.1	0.0		0.1				

Intersection Summary

HCM 6th Ctrl Delay	64.8
HCM 6th LOS	E

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	77.6	65.0	55.0	65.6
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	25	25
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	58.5	58.5	58.5	58.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.16	3.17	2.01	2.17
Pedestrian Crosswalk LOS	C	C	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2205	1489	71	36
Effct. Green for Bike (s)	58.8	69.5	7.6	7.6
Cross Street Width (ft)	55.0	65.6	65.0	77.6
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1005	1188	130	130
Bicycle Delay (s/bike)	14.5	9.6	51.1	51.1
Bicycle Compliance	Fair	Good	Poor	Poor
Bicycle LOS Score	4.22	3.79	2.67	2.81
Bicycle LOS	D	D	C	C





**Intersection: 1: SR 789 & Sarasota Harbour West WB only**

Movement	EB	EB	SB
Directions Served	T	T	R
Maximum Queue (ft)	215	214	33
Average Queue (ft)	51	51	7
95th Queue (ft)	367	363	27
Link Distance (ft)	906	906	672
Upstream Blk Time (%)	3	3	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

**Intersection: 2: Plymouth Harbor Ent/Sarasota Harbour West Ent & SR 789**

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LT	R
Maximum Queue (ft)	55	178	173	86	51	2	9	46	50	25
Average Queue (ft)	7	50	50	24	1	0	0	9	12	2
95th Queue (ft)	48	301	302	68	21	2	8	35	42	13
Link Distance (ft)		533	533		590	590	588		598	
Upstream Blk Time (%)		0	1							
Queuing Penalty (veh)		5	6							
Storage Bay Dist (ft)	100			100				30		30
Storage Blk Time (%)		7		3	0			9	33	0
Queuing Penalty (veh)		1		20	0			0	1	0

**Intersection: 3: Yacht Club Ent/Sarasota Harbour East Ent & SR 789**

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LT	R
Maximum Queue (ft)	68	310	323	73	37	3	100	44	30
Average Queue (ft)	4	79	81	24	1	0	25	12	2
95th Queue (ft)	32	385	391	61	20	2	76	39	16
Link Distance (ft)		590	590		2530	2530	544	592	
Upstream Blk Time (%)		0	0						
Queuing Penalty (veh)		2	4						
Storage Bay Dist (ft)	100			100					20
Storage Blk Time (%)		11		0	0			27	1
Queuing Penalty (veh)		0		3	0			0	0

Intersection: 4: Bird Key Dr/Park Ent & SR 789

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	LT	R	L	TR
Maximum Queue (ft)	119	2424	2441	250	122	300	303	90	85	62	54
Average Queue (ft)	14	1535	1558	57	40	172	169	15	30	16	12
95th Queue (ft)	61	2761	2783	217	84	266	273	56	68	46	40
Link Distance (ft)		2530	2530			1697	1697	1131			587
Upstream Blk Time (%)		0	1								
Queuing Penalty (veh)		5	11								
Storage Bay Dist (ft)	75			175	230				20	30	
Storage Blk Time (%)	0	42	43			2		9	27	14	5
Queuing Penalty (veh)	2	5	16			1		5	4	2	1

Network Summary

Network wide Queuing Penalty: 92

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	1412	1998	1	0	2
Future Vol, veh/h	0	1412	1998	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	0	1486	2103	1	0	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 1052
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.98
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.34
Pot Cap-1 Maneuver	0	-	- 0 220
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - 220
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	21.5
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	220
HCM Lane V/C Ratio	-	-	-	0.01
HCM Control Delay (s)	-	-	-	21.5
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0

Approach		
Approach Direction	EB	
Median Present?	Yes	
Approach Delay(s)	1647.6	
Level of Service	F	
Crosswalk		
Length (ft)	40	29
Lanes Crossed	2	2
Veh Vol Crossed	1412	1998
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	14.43	11.29
Prob of Delayed X-ing	1.00	1.00
Prob of Blocked Lane	0.94	0.96
Delay for adq Gap	717.05	934.80
Avg Ped Delay (s)	714.55	933.02

Approach		
Approach Direction	WB	
Median Present?	Yes	
Approach Delay(s)	5596.6	
Level of Service	F	
Crosswalk		
Length (ft)	40	29
Lanes Crossed	2	2
Veh Vol Crossed	1998	1412
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	14.43	11.29
Prob of Delayed X-ing	1.00	0.99
Prob of Blocked Lane	0.98	0.89
Delay for adq Gap	5399.03	201.82
Avg Ped Delay (s)	5397.23	199.41

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑		↘	↑↑			↘	↗		↘	↗
Traffic Vol, veh/h	5	1396	11	39	1996	6	3	0	9	4	0	0
Future Vol, veh/h	5	1396	11	39	1996	6	3	0	9	4	0	0
Conflicting Peds, #/hr	54	0	37	37	0	54	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	30	-	-	30
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	5	1469	12	41	2101	6	3	0	9	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2161	0	0	1518	0	0	2655	3765	778	2985	3768	1108
Stage 1	-	-	-	-	-	-	1522	1522	-	2240	2240	-
Stage 2	-	-	-	-	-	-	1133	2243	-	745	1528	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.58	6.58	6.98	7.58	6.58	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.54	4.04	3.34	3.54	4.04	3.34
Pot Cap-1 Maneuver	238	-	-	426	-	-	11	4	335	6	4	201
Stage 1	-	-	-	-	-	-	121	176	-	42	76	-
Stage 2	-	-	-	-	-	-	213	75	-	368	174	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	226	-	-	411	-	-	10	3	323	5	3	191
Mov Cap-2 Maneuver	-	-	-	-	-	-	10	3	-	5	3	-
Stage 1	-	-	-	-	-	-	114	166	-	39	65	-
Stage 2	-	-	-	-	-	-	192	64	-	349	164	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			133.5			\$ 1213		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	10	323	226	-	-	411	-	-	5	-
HCM Lane V/C Ratio	0.316	0.029	0.023	-	-	0.1	-	-	0.842	-
HCM Control Delay (s)	\$ 484.7	16.5	21.3	-	-	14.7	-	-	\$ 1213	0
HCM Lane LOS	F	C	C	-	-	B	-	-	F	A
HCM 95th %tile Q(veh)	0.7	0.1	0.1	-	-	0.3	-	-	1.2	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Approach**

Approach Direction	EB
Median Present?	Yes
Approach Delay(s)	1469.6
Level of Service	F

**Crosswalk**

Length (ft)	29	31
Lanes Crossed	2	2
Veh Vol Crossed	1396	1996
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.29	11.86
Prob of Delayed X-ing	0.99	1.00
Prob of Blocked Lane	0.89	0.96
Delay for adq Gap	193.71	1280.09
Avg Ped Delay (s)	191.27	1278.30

**Approach**

Approach Direction	WB
Median Present?	Yes
Approach Delay(s)	960.5
Level of Service	F

**Crosswalk**

Length (ft)	28	28
Lanes Crossed	2	2
Veh Vol Crossed	1996	1396
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.00
Prob of Delayed X-ing	1.00	0.99
Prob of Blocked Lane	0.95	0.88
Delay for adq Gap	792.23	172.47
Avg Ped Delay (s)	790.46	170.04

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑		↘	↑↑			↔			↘	↗
Traffic Vol, veh/h	2	1406	7	31	2039	8	2	0	13	3	0	1
Future Vol, veh/h	2	1406	7	31	2039	8	2	0	13	3	0	1
Conflicting Peds, #/hr	61	0	46	46	0	61	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	20
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	2	1480	7	33	2146	8	2	0	14	3	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2215	0	0	1533	0	0	2673	3815	790	3021	3814	1138
Stage 1	-	-	-	-	-	-	1534	1534	-	2277	2277	-
Stage 2	-	-	-	-	-	-	1139	2281	-	744	1537	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.58	6.58	6.98	7.58	6.58	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.54	4.04	3.34	3.54	4.04	3.34
Pot Cap-1 Maneuver	226	-	-	421	-	-	10	4	329	6	4	192
Stage 1	-	-	-	-	-	-	119	173	-	40	72	-
Stage 2	-	-	-	-	-	-	211	72	-	368	173	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	213	-	-	403	-	-	9	3	315	5	3	181
Mov Cap-2 Maneuver	-	-	-	-	-	-	9	3	-	5	3	-
Stage 1	-	-	-	-	-	-	113	164	-	37	62	-
Stage 2	-	-	-	-	-	-	193	62	-	349	164	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			90.8			\$ 832.8		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	57	213	-	-	403	-	-	5	181
HCM Lane V/C Ratio	0.277	0.01	-	-	0.081	-	-	0.632	0.006
HCM Control Delay (s)	90.8	22.1	-	-	14.7	-	-	\$ 1102	25
HCM Lane LOS	F	C	-	-	B	-	-	F	D
HCM 95th %tile Q(veh)	1	0	-	-	0.3	-	-	1	0

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Approach**

Approach Direction	EB
Median Present?	Yes
Approach Delay(s)	1058.4
Level of Service	F

**Crosswalk**

Length (ft)	28	28
Lanes Crossed	2	2
Veh Vol Crossed	1406	2039
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.00
Prob of Delayed X-ing	0.99	1.00
Prob of Blocked Lane	0.88	0.96
Delay for adq Gap	176.82	885.71
Avg Ped Delay (s)	174.41	883.96

**Approach**

Approach Direction	WB
Median Present?	Yes
Approach Delay(s)	1080.3
Level of Service	F

**Crosswalk**

Length (ft)	28	29
Lanes Crossed	2	2
Veh Vol Crossed	2039	1406
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.29
Prob of Delayed X-ing	1.00	0.99
Prob of Blocked Lane	0.96	0.89
Delay for adq Gap	885.71	198.74
Avg Ped Delay (s)	883.96	196.32



HCM 6th Signalized Intersection Summary  
4: Bird Key Dr/Park Ent & SR 789

2025 No Build  
AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗			↖	↗	↘	↗	↘
Traffic Volume (veh/h)	9	1380	39	72	2048	43	17	0	50	12	1	9
Future Volume (veh/h)	9	1380	39	72	2048	43	17	0	50	12	1	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.91	1.00		0.95	0.91		0.90	0.92		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	9	1453	41	76	2156	45	18	0	53	13	1	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	62	1902	775	196	2213	46	388	0	375	364	39	351
Arrive On Green	0.54	0.54	0.54	0.04	0.63	0.63	0.27	0.00	0.27	0.27	0.27	0.27
Sat Flow, veh/h	174	3497	1426	1753	3499	73	1238	0	1398	1222	145	1308
Grp Volume(v), veh/h	9	1453	41	76	1072	1129	18	0	53	13	0	10
Grp Sat Flow(s),veh/h/ln	174	1749	1426	1753	1749	1823	1238	0	1398	1222	0	1453
Q Serve(g_s), s	4.5	41.6	1.7	2.4	74.8	76.7	1.4	0.0	3.7	1.0	0.0	0.7
Cycle Q Clear(g_c), s	69.8	41.6	1.7	2.4	74.8	76.7	2.0	0.0	3.7	3.1	0.0	0.7
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		0.90
Lane Grp Cap(c), veh/h	62	1902	775	196	1106	1153	388	0	375	364	0	390
V/C Ratio(X)	0.14	0.76	0.05	0.39	0.97	0.98	0.05	0.00	0.14	0.04	0.00	0.03
Avail Cap(c_a), veh/h	62	1902	775	204	1106	1153	403	0	392	380	0	408
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	62.7	22.9	13.8	20.5	22.4	22.8	35.4	0.0	35.7	36.3	0.0	34.6
Incr Delay (d2), s/veh	2.3	2.2	0.1	1.3	20.3	21.6	0.0	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	16.9	0.6	1.0	34.0	36.6	0.4	0.0	1.3	0.3	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.9	25.1	13.8	21.7	42.7	44.4	35.4	0.0	35.9	36.3	0.0	34.7
LnGrp LOS	E	C	B	C	D	D	D	A	D	D	A	C
Approach Vol, veh/h		1503			2277			71				23
Approach Delay, s/veh		25.0			42.9			35.8				35.6
Approach LOS		C			D			D				D
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		87.9		40.5	11.4	76.5		40.5				
Change Period (Y+Rc), s		* 6.7		* 6.1	* 6.7	* 6.7		* 6.1				
Max Green Setting (Gmax), s		* 81		* 36	* 5.3	* 69		* 36				
Max Q Clear Time (g_c+I1), s		78.7		5.7	4.4	71.8		5.1				
Green Ext Time (p_c), s		2.5		0.3	0.0	0.0		0.1				

Intersection Summary

HCM 6th Ctrl Delay	35.8
HCM 6th LOS	D

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	77.6	65.0	55.0	65.6
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	25	25
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	65.0	65.0	65.0	65.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.18	3.19	2.02	2.17
Pedestrian Crosswalk LOS	C	C	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1503	2277	71	23
Effct. Green for Bike (s)	77.1	86.7	7.5	7.5
Cross Street Width (ft)	55.0	65.6	65.0	77.6
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1186	1334	115	115
Bicycle Delay (s/bike)	10.8	7.2	57.7	57.7
Bicycle Compliance	Fair	Good	Poor	Poor
Bicycle LOS Score	3.64	4.44	2.67	2.78
Bicycle LOS	D	D	C	C



Intersection: 1: SR 789 & Sarasota Harbour West WB only

Movement	SB
Directions Served	R
Maximum Queue (ft)	27
Average Queue (ft)	3
95th Queue (ft)	16
Link Distance (ft)	672
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Plymouth Harbor Ent/Sarasota Harbour West Ent & SR 789

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LT
Maximum Queue (ft)	28	6	19	98	90	25	31	33	44
Average Queue (ft)	3	0	1	29	4	1	4	8	7
95th Queue (ft)	17	6	7	75	45	21	18	30	30
Link Distance (ft)		533	533		590	590	588		598
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	100			100				30	
Storage Blk Time (%)				2	0		11	2	18
Queuing Penalty (veh)				18	0		1	0	0

Intersection: 3: Yacht Club Ent/Sarasota Harbour East Ent & SR 789

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LT	R
Maximum Queue (ft)	22	5	13	60	4	262	62	36	27
Average Queue (ft)	1	0	0	20	0	8	15	4	1
95th Queue (ft)	10	5	7	49	4	234	45	22	11
Link Distance (ft)		590	590		2530	2530	544	592	
Upstream Blk Time (%)						0			
Queuing Penalty (veh)						0			
Storage Bay Dist (ft)	100			100					20
Storage Blk Time (%)				0				8	1
Queuing Penalty (veh)				0				0	0

Intersection: 4: Bird Key Dr/Park Ent & SR 789

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	LT	R	L	TR
Maximum Queue (ft)	106	468	484	250	304	1398	1395	70	76	50	46
Average Queue (ft)	13	268	284	43	98	866	845	13	24	10	7
95th Queue (ft)	53	427	443	175	277	1663	1631	46	56	36	30
Link Distance (ft)		2530	2530			1697	1697	1131			587
Upstream Blk Time (%)						8	7				
Queuing Penalty (veh)						0	0				
Storage Bay Dist (ft)	75			175	230				20	30	
Storage Blk Time (%)		29	20			31		12	19	10	7
Queuing Penalty (veh)		3	8			23		6	3	1	1

Network Summary

Network wide Queuing Penalty: 64

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	2117	1350	1	0	7
Future Vol, veh/h	0	2117	1350	1	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	0	2228	1421	1	0	7

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.9
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	371
HCM Lane V/C Ratio	-	-	-	0.02
HCM Control Delay (s)	-	-	-	14.9
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Approach		
Approach Direction	EB	
Median Present?	Yes	
Approach Delay(s)	8385.2	
Level of Service	F	
Crosswalk		
Length (ft)	40	29
Lanes Crossed	2	2
Veh Vol Crossed	2117	1350
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	14.43	11.29
Prob of Delayed X-ing	1.00	0.99
Prob of Blocked Lane	0.99	0.88
Delay for adq Gap	8217.16	172.19
Avg Ped Delay (s)	8215.47	169.69

Approach		
Approach Direction	WB	
Median Present?	Yes	
Approach Delay(s)	1863.4	
Level of Service	F	
Crosswalk		
Length (ft)	40	29
Lanes Crossed	2	2
Veh Vol Crossed	1350	2117
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	14.43	11.29
Prob of Delayed X-ing	1.00	1.00
Prob of Blocked Lane	0.93	0.96
Delay for adq Gap	582.28	1285.38
Avg Ped Delay (s)	579.68	1283.69



Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑		↘	↑↑			↘	↗		↘	↗
Traffic Vol, veh/h	8	2107	2	16	1349	4	0	0	8	3	1	2
Future Vol, veh/h	8	2107	2	16	1349	4	0	0	8	3	1	2
Conflicting Peds, #/hr	54	0	37	37	0	54	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	30	-	-	30
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	8	2218	2	17	1420	4	0	0	8	3	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1478	0	0	2257	0	0	3017	3784	1147	2635	3783	766
Stage 1	-	-	-	-	-	-	2272	2272	-	1510	1510	-
Stage 2	-	-	-	-	-	-	745	1512	-	1125	2273	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.58	6.58	6.98	7.58	6.58	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.54	4.04	3.34	3.54	4.04	3.34
Pot Cap-1 Maneuver	442	-	-	218	-	-	6	4	189	11	4	341
Stage 1	-	-	-	-	-	-	40	73	-	124	178	-
Stage 2	-	-	-	-	-	-	368	178	-	215	73	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	419	-	-	210	-	-	4	3	182	9	3	323
Mov Cap-2 Maneuver	-	-	-	-	-	-	4	3	-	9	3	-
Stage 1	-	-	-	-	-	-	38	69	-	115	155	-
Stage 2	-	-	-	-	-	-	334	155	-	201	69	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			25.7			\$ 657.6		
HCM LOS							D			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	182	419	-	-	210	-	-	6	323
HCM Lane V/C Ratio	-	0.046	0.02	-	-	0.08	-	-	0.702	0.007
HCM Control Delay (s)	0	25.7	13.8	-	-	23.6	-	-	\$ 978.3	16.2
HCM Lane LOS	A	D	B	-	-	C	-	-	F	C
HCM 95th %tile Q(veh)	-	0.1	0.1	-	-	0.3	-	-	1.1	0

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Approach		
Approach Direction	EB	
Median Present?	Yes	
Approach Delay(s)	1462.0	
Level of Service	F	
Crosswalk		
Length (ft)	29	31
Lanes Crossed	2	2
Veh Vol Crossed	2107	1349
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.29	11.86
Prob of Delayed X-ing	1.00	0.99
Prob of Blocked Lane	0.96	0.89
Delay for adq Gap	1251.32	214.95
Avg Ped Delay (s)	1249.63	212.42

Approach		
Approach Direction	WB	
Median Present?	Yes	
Approach Delay(s)	1206.4	
Level of Service	F	
Crosswalk		
Length (ft)	28	28
Lanes Crossed	2	2
Veh Vol Crossed	1349	2107
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.00
Prob of Delayed X-ing	0.98	1.00
Prob of Blocked Lane	0.87	0.96
Delay for adq Gap	153.42	1057.18
Avg Ped Delay (s)	150.93	1055.49

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑		↘	↑↑			↔			↘	↗
Traffic Vol, veh/h	4	2113	1	25	1363	1	3	0	11	6	0	1
Future Vol, veh/h	4	2113	1	25	1363	1	3	0	11	6	0	1
Conflicting Peds, #/hr	61	0	46	46	0	61	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	20
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	4	2224	1	26	1435	1	3	0	12	6	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1497	0	0	2271	0	0	3049	3828	1159	2669	3828	779
Stage 1	-	-	-	-	-	-	2279	2279	-	1549	1549	-
Stage 2	-	-	-	-	-	-	770	1549	-	1120	2279	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.58	6.58	6.98	7.58	6.58	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.54	4.04	3.34	3.54	4.04	3.34
Pot Cap-1 Maneuver	434	-	-	215	-	-	5	4	186	10	4	334
Stage 1	-	-	-	-	-	-	40	72	-	117	170	-
Stage 2	-	-	-	-	-	-	355	170	-	217	72	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	409	-	-	206	-	-	4	3	178	8	3	315
Mov Cap-2 Maneuver	-	-	-	-	-	-	4	3	-	8	3	-
Stage 1	-	-	-	-	-	-	38	68	-	109	140	-
Stage 2	-	-	-	-	-	-	309	140	-	201	68	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.5			\$ 475.8			\$ 696.9		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	17	409	-	-	206	-	-	8	315
HCM Lane V/C Ratio	0.867	0.01	-	-	0.128	-	-	0.789	0.003
HCM Control Delay (s)	\$ 475.8	13.9	-	-	25	-	-	\$ 810.3	16.5
HCM Lane LOS	F	B	-	-	D	-	-	F	C
HCM 95th %tile Q(veh)	2.2	0	-	-	0.4	-	-	1.4	0

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Approach		
Approach Direction	EB	
Median Present?	Yes	
Approach Delay(s)	1228.6	
Level of Service	F	
Crosswalk		
Length (ft)	28	28
Lanes Crossed	2	2
Veh Vol Crossed	2113	1363
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.00
Prob of Delayed X-ing	1.00	0.98
Prob of Blocked Lane	0.96	0.88
Delay for adq Gap	1073.85	158.86
Avg Ped Delay (s)	1072.16	156.39
Approach		
Approach Direction	WB	
Median Present?	Yes	
Approach Delay(s)	1426.3	
Level of Service	F	
Crosswalk		
Length (ft)	28	29
Lanes Crossed	2	2
Veh Vol Crossed	1363	2113
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.29
Prob of Delayed X-ing	0.98	1.00
Prob of Blocked Lane	0.88	0.96
Delay for adq Gap	158.86	1271.64
Avg Ped Delay (s)	156.39	1269.95

HCM 6th Signalized Intersection Summary  
4: Bird Key Dr/Park Ent & SR 789

2025 No Build  
PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	2086	37	56	1363	22	12	1	55	19	1	14
Future Volume (veh/h)	11	2086	37	56	1363	22	12	1	55	19	1	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.96	0.90		0.88	0.91		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	12	2196	39	59	1435	23	13	1	58	20	1	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	212	2107	865	102	2387	38	314	22	325	313	21	314
Arrive On Green	0.60	0.60	0.60	0.03	0.68	0.68	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	357	3497	1436	1753	3520	56	1136	95	1378	1203	89	1333
Grp Volume(v), veh/h	12	2196	39	59	712	746	14	0	58	20	0	16
Grp Sat Flow(s),veh/h/ln	357	1749	1436	1753	1749	1828	1231	0	1378	1203	0	1422
Q Serve(g_s), s	2.8	89.5	1.6	1.8	32.9	33.0	1.1	0.0	5.0	2.0	0.0	1.3
Cycle Q Clear(g_c), s	24.5	89.5	1.6	1.8	32.9	33.0	2.3	0.0	5.0	4.3	0.0	1.3
Prop In Lane	1.00		1.00	1.00		0.03	0.93		1.00	1.00		0.94
Lane Grp Cap(c), veh/h	212	2107	865	102	1186	1239	337	0	325	313	0	335
V/C Ratio(X)	0.06	1.04	0.05	0.58	0.60	0.60	0.04	0.00	0.18	0.06	0.00	0.05
Avail Cap(c_a), veh/h	212	2107	865	107	1191	1245	345	0	334	321	0	345
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.7	29.5	12.1	37.8	13.0	13.0	44.6	0.0	45.3	46.0	0.0	43.9
Incr Delay (d2), s/veh	0.2	31.7	0.0	6.8	1.3	1.2	0.1	0.0	0.3	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	44.5	0.5	1.5	12.7	13.2	0.4	0.0	1.8	0.6	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.9	61.2	12.1	44.6	14.3	14.2	44.6	0.0	45.6	46.1	0.0	44.0
LnGrp LOS	C	F	B	D	B	B	D	A	D	D	A	D
Approach Vol, veh/h		2247			1517			72				36
Approach Delay, s/veh		60.2			15.4			45.4				45.1
Approach LOS		E			B			D				D
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		107.5		41.1	11.3	96.2		41.1				
Change Period (Y+Rc), s		* 6.7		* 6.1	* 6.7	* 6.7		* 6.1				
Max Green Setting (Gmax), s		* 1E2		* 36	* 5	* 90		* 36				
Max Q Clear Time (g_c+I1), s		35.0		7.0	3.8	91.5		6.3				
Green Ext Time (p_c), s		35.3		0.3	0.0	0.0		0.1				

Intersection Summary

HCM 6th Ctrl Delay	42.2
HCM 6th LOS	D

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	77.6	65.0	55.0	65.6
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	25	25
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	75.0	75.0	75.0	75.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.19	3.19	2.02	2.18
Pedestrian Crosswalk LOS	C	C	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2247	1517	72	36
Effct. Green for Bike (s)	94.3	103.5	8.0	8.0
Cross Street Width (ft)	55.0	65.6	65.0	77.6
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1257	1380	107	107
Bicycle Delay (s/bike)	10.3	7.2	67.2	67.2
Bicycle Compliance	Fair	Good	Poor	Poor
Bicycle LOS Score	4.25	3.81	2.67	2.81
Bicycle LOS	D	D	C	C





Intersection: 1: SR 789 & Sarasota Harbour West WB only

Movement	SB
Directions Served	R
Maximum Queue (ft)	36
Average Queue (ft)	7
95th Queue (ft)	28
Link Distance (ft)	672
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Plymouth Harbor Ent/Sarasota Harbour West Ent & SR 789

Movement	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	L	T	TR	R	LT	R
Maximum Queue (ft)	26	105	80	2	35	58	33
Average Queue (ft)	3	26	5	0	7	17	3
95th Queue (ft)	17	76	44	2	29	55	18
Link Distance (ft)			590	590		598	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100	100			30		30
Storage Blk Time (%)		4	0		4	44	1
Queuing Penalty (veh)		26	0		0	1	0

Intersection: 3: Yacht Club Ent/Sarasota Harbour East Ent & SR 789

Movement	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	T	TR	LTR	LT	R
Maximum Queue (ft)	27	6	74	11	3	91	42	21
Average Queue (ft)	2	0	23	0	0	22	9	2
95th Queue (ft)	15	4	59	11	3	70	32	13
Link Distance (ft)		590		2530	2530	544	592	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		100					20
Storage Blk Time (%)			0	0			18	1
Queuing Penalty (veh)			2	0			0	0

Intersection: 4: Bird Key Dr/Park Ent & SR 789

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	LT	R	L	TR
Maximum Queue (ft)	126	1433	1458	248	191	405	384	100	89	62	66
Average Queue (ft)	12	815	840	28	49	226	222	17	32	16	12
95th Queue (ft)	58	1506	1545	145	115	341	335	60	70	47	42
Link Distance (ft)		2530	2530			1697	1697	1131			587
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	75			175	230				20	30	
Storage Blk Time (%)	0	34	33			6		12	37	19	6
Queuing Penalty (veh)	1	4	12			4		7	5	3	1

Network Summary

Network wide Queuing Penalty: 65

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	1548	2182	1	0	2
Future Vol, veh/h	0	1548	2182	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	0	1629	2297	1	0	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 1149
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.98
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.34
Pot Cap-1 Maneuver	0	-	- 0 189
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 189
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	24.3
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	189
HCM Lane V/C Ratio	-	-	-	0.011
HCM Control Delay (s)	-	-	-	24.3
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0

Approach		
Approach Direction	EB	
Median Present?	Yes	
Approach Delay(s)	2663.6	
Level of Service	F	
Crosswalk		
Length (ft)	40	29
Lanes Crossed	2	2
Veh Vol Crossed	1548	2182
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	14.43	11.29
Prob of Delayed X-ing	1.00	1.00
Prob of Blocked Lane	0.96	0.97
Delay for adq Gap	1136.39	1531.09
Avg Ped Delay (s)	1134.10	1529.46

Approach		
Approach Direction	WB	
Median Present?	Yes	
Approach Delay(s)	10631.4	
Level of Service	F	
Crosswalk		
Length (ft)	40	29
Lanes Crossed	2	2
Veh Vol Crossed	2182	1548
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	14.43	11.29
Prob of Delayed X-ing	1.00	0.99
Prob of Blocked Lane	0.99	0.91
Delay for adq Gap	10348.70	286.55
Avg Ped Delay (s)	10347.05	284.31

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑		↘	↑↑			↘	↗		↘	↗
Traffic Vol, veh/h	7	1528	13	43	2183	7	3	0	9	4	0	0
Future Vol, veh/h	7	1528	13	43	2183	7	3	0	9	4	0	0
Conflicting Peds, #/hr	54	0	37	37	0	54	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	30	-	-	30
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	7	1608	14	45	2298	7	3	0	9	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2359	0	0	1659	0	0	2905	4115	848	3264	4119	1207
Stage 1	-	-	-	-	-	-	1666	1666	-	2446	2446	-
Stage 2	-	-	-	-	-	-	1239	2449	-	818	1673	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.58	6.58	6.98	7.58	6.58	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.54	4.04	3.34	3.54	4.04	3.34
Pot Cap-1 Maneuver	198	-	-	375	-	-	7	2	301	~4	2	173
Stage 1	-	-	-	-	-	-	98	149	-	31	59	-
Stage 2	-	-	-	-	-	-	183	59	-	332	148	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	188	-	-	362	-	-	6	2	290	~3	2	164
Mov Cap-2 Maneuver	-	-	-	-	-	-	6	2	-	~3	2	-
Stage 1	-	-	-	-	-	-	91	138	-	28	49	-
Stage 2	-	-	-	-	-	-	160	49	-	309	137	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			235.9			\$ 2171.1		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	6	290	188	-	-	362	-	-	3	-
HCM Lane V/C Ratio	0.526	0.033	0.039	-	-	0.125	-	-	1.404	-
HCM Control Delay (s)	\$ 890.2	17.8	24.9	-	-	16.4	-	-	\$ 2171.1	0
HCM Lane LOS	F	C	C	-	-	C	-	-	F	A
HCM 95th %tile Q(veh)	0.9	0.1	0.1	-	-	0.4	-	-	1.3	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Approach**

Approach Direction	EB	
Median Present?	Yes	
Approach Delay(s)	2443.3	
Level of Service	F	

**Crosswalk**

Length (ft)	29	31
Lanes Crossed	2	2
Veh Vol Crossed	1528	2183
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.29	11.86
Prob of Delayed X-ing	0.99	1.00
Prob of Blocked Lane	0.91	0.97
Delay for adq Gap	272.10	2175.11
Avg Ped Delay (s)	269.84	2173.47

**Approach**

Approach Direction	WB	
Median Present?	Yes	
Approach Delay(s)	1525.6	
Level of Service	F	

**Crosswalk**

Length (ft)	28	28
Lanes Crossed	2	2
Veh Vol Crossed	2183	1528
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.00
Prob of Delayed X-ing	1.00	0.99
Prob of Blocked Lane	0.96	0.90
Delay for adq Gap	1289.50	240.00
Avg Ped Delay (s)	1287.86	237.75

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑		↘	↑↑			↔			↗	↗
Traffic Vol, veh/h	3	1539	8	34	2230	9	2	0	13	3	0	1
Future Vol, veh/h	3	1539	8	34	2230	9	2	0	13	3	0	1
Conflicting Peds, #/hr	61	0	46	46	0	61	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	20
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	3	1620	8	36	2347	9	2	0	14	3	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2417	0	0	1674	0	0	2922	4165	860	3301	4165	1239
Stage 1	-	-	-	-	-	-	1676	1676	-	2485	2485	-
Stage 2	-	-	-	-	-	-	1246	2489	-	816	1680	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.58	6.58	6.98	7.58	6.58	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.54	4.04	3.34	3.54	4.04	3.34
Pot Cap-1 Maneuver	188	-	-	370	-	-	7	2	295	~3	2	164
Stage 1	-	-	-	-	-	-	97	147	-	29	56	-
Stage 2	-	-	-	-	-	-	181	56	-	333	147	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	177	-	-	354	-	-	6	2	282	~2	2	154
Mov Cap-2 Maneuver	-	-	-	-	-	-	6	2	-	~2	2	-
Stage 1	-	-	-	-	-	-	91	138	-	27	47	-
Stage 2	-	-	-	-	-	-	161	47	-	311	138	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			144.6			\$ 2312.3		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	40	177	-	-	354	-	-	2	154
HCM Lane V/C Ratio	0.395	0.018	-	-	0.101	-	-	1.579	0.007
HCM Control Delay (s)	144.6	25.7	-	-	16.3	-	-	\$ 3073.6	28.5
HCM Lane LOS	F	D	-	-	C	-	-	F	D
HCM 95th %tile Q(veh)	1.4	0.1	-	-	0.3	-	-	1.2	0

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Approach**

Approach Direction	EB	
Median Present?	Yes	
Approach Delay(s)	1701.6	
Level of Service	F	

**Crosswalk**

Length (ft)	28	28
Lanes Crossed	2	2
Veh Vol Crossed	1539	2230
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.00
Prob of Delayed X-ing	0.99	1.00
Prob of Blocked Lane	0.90	0.97
Delay for adq Gap	246.73	1458.70
Avg Ped Delay (s)	244.49	1457.10

**Approach**

Approach Direction	WB	
Median Present?	Yes	
Approach Delay(s)	1734.8	
Level of Service	F	

**Crosswalk**

Length (ft)	28	29
Lanes Crossed	2	2
Veh Vol Crossed	2230	1539
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.29
Prob of Delayed X-ing	1.00	0.99
Prob of Blocked Lane	0.97	0.91
Delay for adq Gap	1458.70	279.95
Avg Ped Delay (s)	1457.10	277.70



HCM 6th Signalized Intersection Summary  
 4: Bird Key Dr/Park Ent & SR 789

2045 No Build  
 AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1509	42	79	2240	47	19	0	54	13	1	10
Future Volume (veh/h)	10	1509	42	79	2240	47	19	0	54	13	1	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.96	0.90		0.88	0.91		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	11	1588	44	83	2358	49	20	0	57	14	1	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	49	2104	864	187	2377	49	332	0	324	308	28	308
Arrive On Green	0.60	0.60	0.60	0.03	0.68	0.68	0.23	0.00	0.23	0.23	0.23	0.23
Sat Flow, veh/h	142	3497	1436	1753	3500	72	1209	0	1378	1205	119	1310
Grp Volume(v), veh/h	11	1588	44	83	1173	1234	20	0	57	14	0	12
Grp Sat Flow(s),veh/h/ln	142	1749	1436	1753	1749	1824	1209	0	1378	1205	0	1429
Q Serve(g_s), s	1.1	49.4	1.9	2.6	97.3	100.1	1.9	0.0	4.9	1.4	0.0	1.0
Cycle Q Clear(g_c), s	89.7	49.4	1.9	2.6	97.3	100.1	2.8	0.0	4.9	4.2	0.0	1.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		0.92
Lane Grp Cap(c), veh/h	49	2104	864	187	1188	1239	332	0	324	308	0	336
V/C Ratio(X)	0.22	0.75	0.05	0.44	0.99	1.00	0.06	0.00	0.18	0.05	0.00	0.04
Avail Cap(c_a), veh/h	49	2104	864	249	1188	1239	341	0	333	316	0	345
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	74.5	21.7	12.2	21.9	23.3	23.7	45.1	0.0	45.5	46.3	0.0	44.0
Incr Delay (d2), s/veh	4.8	1.9	0.1	1.6	23.1	24.7	0.1	0.0	0.3	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	20.0	0.6	1.4	43.9	47.4	0.6	0.0	1.7	0.4	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.2	23.6	12.2	23.5	46.4	48.5	45.1	0.0	45.7	46.4	0.0	44.0
LnGrp LOS	E	C	B	C	D	D	D	A	D	D	A	D
Approach Vol, veh/h		1643			2490			77				26
Approach Delay, s/veh		23.6			46.7			45.6				45.3
Approach LOS		C			D			D				D
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		107.9		41.1	11.5	96.4		41.1				
Change Period (Y+Rc), s		* 6.7		* 6.1	* 6.7	* 6.7		* 6.1				
Max Green Setting (Gmax), s		* 1E2		* 36	* 10	* 84		* 36				
Max Q Clear Time (g_c+I1), s		102.1		6.9	4.6	91.7		6.2				
Green Ext Time (p_c), s		0.0		0.3	0.1	0.0		0.1				

Intersection Summary

HCM 6th Ctrl Delay	37.7
HCM 6th LOS	D

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	77.6	65.0	55.0	65.6
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	25	25
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	75.0	75.0	75.0	75.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.25	3.27	2.03	2.18
Pedestrian Crosswalk LOS	C	C	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1643	2490	77	26
Effct. Green for Bike (s)	87.6	101.2	7.8	7.8
Cross Street Width (ft)	55.0	65.6	65.0	77.6
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1168	1349	104	104
Bicycle Delay (s/bike)	13.0	7.9	67.4	67.4
Bicycle Compliance	Fair	Good	Poor	Poor
Bicycle LOS Score	3.76	4.62	2.68	2.79
Bicycle LOS	D	E	C	C



Intersection: 1: SR 789 & Sarasota Harbour West WB only

Movement	WB	SB
Directions Served	T	R
Maximum Queue (ft)	4	28
Average Queue (ft)	0	2
95th Queue (ft)	4	14
Link Distance (ft)	533	672
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Plymouth Harbor Ent/Sarasota Harbour West Ent & SR 789

Movement	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	TR	L	T	TR	LT	R	LT
Maximum Queue (ft)	34	49	109	89	11	39	34	41
Average Queue (ft)	4	3	32	3	0	8	8	10
95th Queue (ft)	21	23	79	37	6	31	30	37
Link Distance (ft)		533		590	590	588		598
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		100				30	
Storage Blk Time (%)			1	0		27	2	29
Queuing Penalty (veh)			17	0		2	0	0

Intersection: 3: Yacht Club Ent/Sarasota Harbour East Ent & SR 789

Movement	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	T	TR	LTR	LT	R
Maximum Queue (ft)	23	1	67	260	265	96	33	27
Average Queue (ft)	2	0	23	7	8	23	4	1
95th Queue (ft)	12	1	55	229	230	74	19	11
Link Distance (ft)		590		2530	2530	544	592	
Upstream Blk Time (%)					0			
Queuing Penalty (veh)					0			
Storage Bay Dist (ft)	100		100					20
Storage Blk Time (%)			0				9	2
Queuing Penalty (veh)			1				0	0

Intersection: 4: Bird Key Dr/Park Ent & SR 789

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	LT	R	L	TR
Maximum Queue (ft)	87	506	519	250	305	1745	1725	98	88	59	57
Average Queue (ft)	14	294	312	39	111	1211	1191	19	29	14	8
95th Queue (ft)	51	477	495	170	292	1975	1953	63	66	44	33
Link Distance (ft)		2530	2530			1697	1697	1131			587
Upstream Blk Time (%)						15	13				
Queuing Penalty (veh)						0	0				
Storage Bay Dist (ft)	75			175	230				20	30	
Storage Blk Time (%)	1	28	21			30		17	23	17	8
Queuing Penalty (veh)	4	3	9			24		10	5	2	1

Network Summary

Network wide Queuing Penalty: 77

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	2318	1477	1	0	8
Future Vol, veh/h	0	2318	1477	1	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	0	2440	1555	1	0	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	778
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.98
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.34
Pot Cap-1 Maneuver	0	-	-	-	335
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	335
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	335
HCM Lane V/C Ratio	-	-	-	0.025
HCM Control Delay (s)	-	-	-	16
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.1

Approach		
Approach Direction	EB	
Median Present?	Yes	
Approach Delay(s)	17045.3	
Level of Service	F	
Crosswalk		
Length (ft)	40	29
Lanes Crossed	2	2
Veh Vol Crossed	2318	1477
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	14.43	11.29
Prob of Delayed X-ing	1.00	0.99
Prob of Blocked Lane	0.99	0.90
Delay for adq Gap	16810.65	238.54
Avg Ped Delay (s)	16809.10	236.21

Approach		
Approach Direction	WB	
Median Present?	Yes	
Approach Delay(s)	3101.6	
Level of Service	F	
Crosswalk		
Length (ft)	40	29
Lanes Crossed	2	2
Veh Vol Crossed	1477	2318
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	14.43	11.29
Prob of Delayed X-ing	1.00	1.00
Prob of Blocked Lane	0.95	0.97
Delay for adq Gap	892.99	2212.51
Avg Ped Delay (s)	890.59	2210.97



Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑		↘	↑↑			↘	↗		↘	↗
Traffic Vol, veh/h	9	2306	3	18	1473	4	0	0	8	3	1	2
Future Vol, veh/h	9	2306	3	18	1473	4	0	0	8	3	1	2
Conflicting Peds, #/hr	54	0	37	37	0	54	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	30	-	-	30
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	9	2427	3	19	1551	4	0	0	8	3	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1609	0	0	2467	0	0	3298	4131	1252	2877	4130	832
Stage 1	-	-	-	-	-	-	2484	2484	-	1645	1645	-
Stage 2	-	-	-	-	-	-	814	1647	-	1232	2485	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.58	6.58	6.98	7.58	6.58	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.54	4.04	3.34	3.54	4.04	3.34
Pot Cap-1 Maneuver	393	-	-	179	-	-	3	2	161	7	2	308
Stage 1	-	-	-	-	-	-	29	56	-	101	153	-
Stage 2	-	-	-	-	-	-	334	152	-	185	56	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	373	-	-	173	-	-	2	2	155	6	2	292
Mov Cap-2 Maneuver	-	-	-	-	-	-	2	2	-	6	2	-
Stage 1	-	-	-	-	-	-	27	53	-	94	129	-
Stage 2	-	-	-	-	-	-	293	128	-	171	53	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			29.6			\$ 1052.4		
HCM LOS							D			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	155	373	-	-	173	-	-	4	292
HCM Lane V/C Ratio	-	0.054	0.025	-	-	0.11	-	-	1.053	0.007
HCM Control Delay (s)	0	29.6	14.9	-	-	28.4	-	-	\$ 1569.9	17.4
HCM Lane LOS	A	D	B	-	-	D	-	-	F	C
HCM 95th %tile Q(veh)	-	0.2	0.1	-	-	0.4	-	-	1.3	0

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Approach**

Approach Direction	EB
Median Present?	Yes
Approach Delay(s)	2438.4
Level of Service	F

**Crosswalk**

Length (ft)	29	31
Lanes Crossed	2	2
Veh Vol Crossed	2306	1473
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.29	11.86
Prob of Delayed X-ing	1.00	0.99
Prob of Blocked Lane	0.97	0.91
Delay for adq Gap	2141.55	300.73
Avg Ped Delay (s)	2140.00	298.38

**Approach**

Approach Direction	WB
Median Present?	Yes
Approach Delay(s)	1987.0
Level of Service	F

**Crosswalk**

Length (ft)	28	28
Lanes Crossed	2	2
Veh Vol Crossed	1473	2306
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.00
Prob of Delayed X-ing	0.99	1.00
Prob of Blocked Lane	0.89	0.97
Delay for adq Gap	209.06	1781.78
Avg Ped Delay (s)	206.74	1780.23

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑		↘	↑↑			↔			↘	↗
Traffic Vol, veh/h	5	2311	1	28	1488	1	3	0	11	6	0	1
Future Vol, veh/h	5	2311	1	28	1488	1	3	0	11	6	0	1
Conflicting Peds, #/hr	61	0	46	46	0	61	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	20
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	5	2433	1	29	1566	1	3	0	12	6	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1628	0	0	2480	0	0	3331	4176	1263	2913	4176	845
Stage 1	-	-	-	-	-	-	2490	2490	-	1686	1686	-
Stage 2	-	-	-	-	-	-	841	1686	-	1227	2490	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.58	6.58	6.98	7.58	6.58	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.54	4.04	3.34	3.54	4.04	3.34
Pot Cap-1 Maneuver	386	-	-	177	-	-	~3	2	158	7	2	302
Stage 1	-	-	-	-	-	-	29	56	-	96	146	-
Stage 2	-	-	-	-	-	-	321	146	-	186	56	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	364	-	-	169	-	-	~2	1	151	~5	1	284
Mov Cap-2 Maneuver	-	-	-	-	-	-	~2	1	-	~5	1	-
Stage 1	-	-	-	-	-	-	27	53	-	89	114	-
Stage 2	-	-	-	-	-	-	265	114	-	169	53	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.6			\$ 1109.9			\$ 1225.4		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	9	364	-	-	169	-	-	5	284
HCM Lane V/C Ratio	1.637	0.014	-	-	0.174	-	-	1.263	0.004
HCM Control Delay (s)	\$ 1109.9	15	-	-	30.7	-	-	\$ 1426.7	17.7
HCM Lane LOS	F	C	-	-	D	-	-	F	C
HCM 95th %tile Q(veh)	2.7	0	-	-	0.6	-	-	1.6	0

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Approach**

Approach Direction	EB
Median Present?	Yes
Approach Delay(s)	2018.7
Level of Service	F

**Crosswalk**

Length (ft)	28	28
Lanes Crossed	2	2
Veh Vol Crossed	2311	1488
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.00
Prob of Delayed X-ing	1.00	0.99
Prob of Blocked Lane	0.97	0.90
Delay for adq Gap	1805.45	217.07
Avg Ped Delay (s)	1803.90	214.77

**Approach**

Approach Direction	WB
Median Present?	Yes
Approach Delay(s)	2384.1
Level of Service	F

**Crosswalk**

Length (ft)	28	29
Lanes Crossed	2	2
Veh Vol Crossed	1488	2311
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.29
Prob of Delayed X-ing	0.99	1.00
Prob of Blocked Lane	0.90	0.97
Delay for adq Gap	217.07	2170.83
Avg Ped Delay (s)	214.77	2169.28

HCM 6th Signalized Intersection Summary  
4: Bird Key Dr/Park Ent & SR 789

2045 No Build  
PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑			↖	↗	↘	↗	
Traffic Volume (veh/h)	12	2281	40	61	1487	24	13	1	60	21	1	16
Future Volume (veh/h)	12	2281	40	61	1487	24	13	1	60	21	1	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.96	0.90		0.88	0.91		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	13	2401	42	64	1565	25	14	1	63	22	1	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	181	2105	864	103	2388	38	314	21	325	310	19	316
Arrive On Green	0.60	0.60	0.60	0.03	0.68	0.68	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	315	3497	1436	1753	3520	56	1133	88	1378	1199	79	1341
Grp Volume(v), veh/h	13	2401	42	64	776	814	15	0	63	22	0	18
Grp Sat Flow(s),veh/h/ln	315	1749	1436	1753	1749	1828	1221	0	1378	1199	0	1420
Q Serve(g_s), s	3.7	89.5	1.8	2.0	38.2	38.4	1.2	0.0	5.4	2.2	0.0	1.5
Cycle Q Clear(g_c), s	30.7	89.5	1.8	2.0	38.2	38.4	2.6	0.0	5.4	4.8	0.0	1.5
Prop In Lane	1.00		1.00	1.00		0.03	0.93		1.00	1.00		0.94
Lane Grp Cap(c), veh/h	181	2105	864	103	1186	1240	335	0	325	310	0	335
V/C Ratio(X)	0.07	1.14	0.05	0.62	0.65	0.66	0.04	0.00	0.19	0.07	0.00	0.05
Avail Cap(c_a), veh/h	181	2105	864	107	1190	1244	343	0	334	317	0	344
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.1	29.6	12.1	37.8	13.8	13.9	44.8	0.0	45.5	46.3	0.0	44.0
Incr Delay (d2), s/veh	0.4	69.5	0.0	9.9	1.8	1.7	0.1	0.0	0.3	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	55.6	0.6	1.7	14.8	15.5	0.4	0.0	1.9	0.7	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.4	99.1	12.2	47.7	15.6	15.6	44.8	0.0	45.8	46.4	0.0	44.1
LnGrp LOS	C	F	B	D	B	B	D	A	D	D	A	D
Approach Vol, veh/h		2456			1654			78				40
Approach Delay, s/veh		97.2			16.8			45.6				45.4
Approach LOS		F			B			D				D
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		107.5		41.1	11.3	96.2		41.1				
Change Period (Y+Rc), s		* 6.7		* 6.1	* 6.7	* 6.7		* 6.1				
Max Green Setting (Gmax), s		* 1E2		* 36	* 5	* 90		* 36				
Max Q Clear Time (g_c+I1), s		40.4		7.4	4.0	91.5		6.8				
Green Ext Time (p_c), s		38.7		0.3	0.0	0.0		0.1				

Intersection Summary

HCM 6th Ctrl Delay	64.3
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.  
\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	77.6	65.0	55.0	65.6
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	25	25
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	75.0	75.0	75.0	75.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.25	3.27	2.02	2.18
Pedestrian Crosswalk LOS	C	C	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2456	1654	78	40
Effct. Green for Bike (s)	94.3	103.5	8.2	8.2
Cross Street Width (ft)	55.0	65.6	65.0	77.6
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1257	1380	109	109
Bicycle Delay (s/bike)	10.3	7.2	67.0	67.0
Bicycle Compliance	Fair	Good	Poor	Poor
Bicycle LOS Score	4.43	3.93	2.68	2.81
Bicycle LOS	D	D	C	C





Intersection: 1: SR 789 & Sarasota Harbour West WB only

Movement	EB	EB	SB
Directions Served	T	T	R
Maximum Queue (ft)	661	653	35
Average Queue (ft)	190	189	9
95th Queue (ft)	771	765	32
Link Distance (ft)	906	906	672
Upstream Blk Time (%)	9	10	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Plymouth Harbor Ent/Sarasota Harbour West Ent & SR 789

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LT	R
Maximum Queue (ft)	120	428	448	111	168	132	36	62	94	69
Average Queue (ft)	9	158	161	48	41	35	5	16	39	5
95th Queue (ft)	60	542	545	135	253	244	44	54	96	35
Link Distance (ft)		533	533		590	590	588		598	
Upstream Blk Time (%)		1	1		0	0				
Queuing Penalty (veh)		12	16		1	1				
Storage Bay Dist (ft)	100			100				30		30
Storage Blk Time (%)		16		18	0			25	71	2
Queuing Penalty (veh)		1		129	0			0	1	0

Intersection: 3: Yacht Club Ent/Sarasota Harbour East Ent & SR 789

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LT	R
Maximum Queue (ft)	99	514	526	99	92	47	148	73	27
Average Queue (ft)	6	224	229	33	5	2	58	26	1
95th Queue (ft)	48	663	672	84	44	29	171	69	12
Link Distance (ft)		590	590		2530	2530	544	592	
Upstream Blk Time (%)		0	1						
Queuing Penalty (veh)		6	10						
Storage Bay Dist (ft)	100			100					20
Storage Blk Time (%)		21		4	0			58	0
Queuing Penalty (veh)		1		32	0			1	0

Intersection: 4: Bird Key Dr/Park Ent & SR 789

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	LT	R	L	TR
Maximum Queue (ft)	115	2514	2530	250	272	426	443	118	91	65	73
Average Queue (ft)	12	1854	1882	38	57	245	242	22	37	17	14
95th Queue (ft)	57	3141	3155	173	147	367	369	74	78	49	48
Link Distance (ft)		2530	2530			1697	1697	1131			587
Upstream Blk Time (%)		1	2								
Queuing Penalty (veh)		14	21								
Storage Bay Dist (ft)	75			175	230				20	30	
Storage Blk Time (%)	0	35	35			8		14	42	20	7
Queuing Penalty (veh)	1	4	14			5		8	6	3	2

Network Summary

Network wide Queuing Penalty: 290

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	1412	1998	1	0	2
Future Vol, veh/h	0	1412	1998	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	0	1486	2103	1	0	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 1052
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.98
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.34
Pot Cap-1 Maneuver	0	-	- 0 220
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 220
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	21.5
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	220
HCM Lane V/C Ratio	-	-	-	0.01
HCM Control Delay (s)	-	-	-	21.5
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0

Approach		
Approach Direction	EB	
Median Present?	Yes	
Approach Delay(s)	1647.6	
Level of Service	F	
Crosswalk		
Length (ft)	40	29
Lanes Crossed	2	2
Veh Vol Crossed	1412	1998
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	14.43	11.29
Prob of Delayed X-ing	1.00	1.00
Prob of Blocked Lane	0.94	0.96
Delay for adq Gap	717.05	934.80
Avg Ped Delay (s)	714.55	933.02

Approach		
Approach Direction	WB	
Median Present?	Yes	
Approach Delay(s)	5596.6	
Level of Service	F	
Crosswalk		
Length (ft)	40	29
Lanes Crossed	2	2
Veh Vol Crossed	1998	1412
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	14.43	11.29
Prob of Delayed X-ing	1.00	0.99
Prob of Blocked Lane	0.98	0.89
Delay for adq Gap	5399.03	201.82
Avg Ped Delay (s)	5397.23	199.41

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗		↘	↗		↘	↗
Traffic Vol, veh/h	5	1396	11	39	1996	6	3	0	9	4	0	0
Future Vol, veh/h	5	1396	11	39	1996	6	3	0	9	4	0	0
Conflicting Peds, #/hr	54	0	37	37	0	54	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	220	-	230	230	-	220	-	-	30	-	-	30
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	5	1469	12	41	2101	6	3	0	9	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2155	0	0	1506	0	0	2649	3753	772	2982	3753	1105
Stage 1	-	-	-	-	-	-	1516	1516	-	2237	2237	-
Stage 2	-	-	-	-	-	-	1133	2237	-	745	1516	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.58	6.58	6.98	7.58	6.58	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.54	4.04	3.34	3.54	4.04	3.34
Pot Cap-1 Maneuver	239	-	-	431	-	-	11	4	338	6	4	202
Stage 1	-	-	-	-	-	-	122	177	-	42	76	-
Stage 2	-	-	-	-	-	-	213	76	-	368	177	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	227	-	-	416	-	-	10	3	326	5	3	192
Mov Cap-2 Maneuver	-	-	-	-	-	-	10	3	-	5	3	-
Stage 1	-	-	-	-	-	-	115	167	-	39	65	-
Stage 2	-	-	-	-	-	-	192	65	-	349	167	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			133.5			\$ 1213		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	10	326	227	-	-	416	-	-	5	-
HCM Lane V/C Ratio	0.316	0.029	0.023	-	-	0.099	-	-	0.842	-
HCM Control Delay (s)	\$ 484.7	16.4	21.2	-	-	14.6	-	-	\$ 1213	0
HCM Lane LOS	F	C	C	-	-	B	-	-	F	A
HCM 95th %tile Q(veh)	0.7	0.1	0.1	-	-	0.3	-	-	1.2	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Approach**

Approach Direction	EB
Median Present?	Yes
Approach Delay(s)	1469.6
Level of Service	F

**Crosswalk**

Length (ft)	29	31
Lanes Crossed	2	2
Veh Vol Crossed	1396	1996
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.29	11.86
Prob of Delayed X-ing	0.99	1.00
Prob of Blocked Lane	0.89	0.96
Delay for adq Gap	193.71	1280.09
Avg Ped Delay (s)	191.27	1278.30

**Approach**

Approach Direction	WB
Median Present?	Yes
Approach Delay(s)	960.5
Level of Service	F

**Crosswalk**

Length (ft)	28	28
Lanes Crossed	2	2
Veh Vol Crossed	1996	1396
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.00
Prob of Delayed X-ing	1.00	0.99
Prob of Blocked Lane	0.95	0.88
Delay for adq Gap	792.23	172.47
Avg Ped Delay (s)	790.46	170.04

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗		↔			↖	↗
Traffic Vol, veh/h	2	1406	7	31	2039	8	2	0	13	3	0	1
Future Vol, veh/h	2	1406	7	31	2039	8	2	0	13	3	0	1
Conflicting Peds, #/hr	61	0	46	46	0	61	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	240	-	250	240	-	240	-	-	-	-	-	20
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	2	1480	7	33	2146	8	2	0	14	3	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2207	0	0	1526	0	0	2669	3803	786	3017	3803	1134
Stage 1	-	-	-	-	-	-	1530	1530	-	2273	2273	-
Stage 2	-	-	-	-	-	-	1139	2273	-	744	1530	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.58	6.58	6.98	7.58	6.58	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.54	4.04	3.34	3.54	4.04	3.34
Pot Cap-1 Maneuver	228	-	-	423	-	-	10	4	331	6	4	193
Stage 1	-	-	-	-	-	-	120	174	-	40	73	-
Stage 2	-	-	-	-	-	-	211	73	-	368	174	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	215	-	-	404	-	-	9	3	316	5	3	182
Mov Cap-2 Maneuver	-	-	-	-	-	-	9	3	-	5	3	-
Stage 1	-	-	-	-	-	-	114	165	-	37	63	-
Stage 2	-	-	-	-	-	-	193	63	-	349	165	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			90.8			\$ 832.7		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	57	215	-	-	404	-	-	5	182
HCM Lane V/C Ratio	0.277	0.01	-	-	0.081	-	-	0.632	0.006
HCM Control Delay (s)	90.8	21.9	-	-	14.7	-	-	\$ 1102	24.9
HCM Lane LOS	F	C	-	-	B	-	-	F	C
HCM 95th %tile Q(veh)	1	0	-	-	0.3	-	-	1	0

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Approach**

Approach Direction	EB
Median Present?	Yes
Approach Delay(s)	1058.4
Level of Service	F

**Crosswalk**

Length (ft)	28	28
Lanes Crossed	2	2
Veh Vol Crossed	1406	2039
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.00
Prob of Delayed X-ing	0.99	1.00
Prob of Blocked Lane	0.88	0.96
Delay for adq Gap	176.82	885.71
Avg Ped Delay (s)	174.41	883.96

**Approach**

Approach Direction	WB
Median Present?	Yes
Approach Delay(s)	1080.3
Level of Service	F

**Crosswalk**

Length (ft)	28	29
Lanes Crossed	2	2
Veh Vol Crossed	2039	1406
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.29
Prob of Delayed X-ing	1.00	0.99
Prob of Blocked Lane	0.96	0.89
Delay for adq Gap	885.71	198.74
Avg Ped Delay (s)	883.96	196.32



HCM 6th Signalized Intersection Summary  
4: Bird Key Dr/Park Ent & SR 789

2025 Build  
AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑	↗	↖	↑↑			↖	↗	↖	↗	
Traffic Volume (veh/h)	9	1380	39	72	2048	43	17	0	50	12	1	9
Future Volume (veh/h)	9	1380	39	72	2048	43	17	0	50	12	1	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.96	0.90		0.88	0.91		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	9	1453	41	76	2156	45	18	0	53	13	1	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	75	2099	861	215	2371	49	336	0	325	314	34	305
Arrive On Green	0.60	0.60	0.60	0.03	0.68	0.68	0.24	0.00	0.24	0.24	0.24	0.24
Sat Flow, veh/h	174	3497	1436	1753	3500	73	1217	0	1378	1209	144	1292
Grp Volume(v), veh/h	9	1453	41	76	1072	1129	18	0	53	13	0	10
Grp Sat Flow(s),veh/h/ln	174	1749	1436	1753	1749	1824	1217	0	1378	1209	0	1436
Q Serve(g_s), s	6.9	42.1	1.7	2.4	75.8	77.6	1.7	0.0	4.5	1.3	0.0	0.8
Cycle Q Clear(g_c), s	73.0	42.1	1.7	2.4	75.8	77.6	2.5	0.0	4.5	3.7	0.0	0.8
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		0.90
Lane Grp Cap(c), veh/h	75	2099	861	215	1185	1236	336	0	325	314	0	339
V/C Ratio(X)	0.12	0.69	0.05	0.35	0.91	0.91	0.05	0.00	0.16	0.04	0.00	0.03
Avail Cap(c_a), veh/h	75	2099	861	266	1194	1245	344	0	335	322	0	349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.0	20.3	12.2	18.1	19.9	20.2	44.5	0.0	45.0	45.6	0.0	43.5
Incr Delay (d2), s/veh	1.5	1.3	0.0	1.0	10.4	10.8	0.1	0.0	0.2	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	17.0	0.6	1.0	31.6	33.8	0.5	0.0	1.6	0.4	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.4	21.6	12.2	19.1	30.3	31.0	44.6	0.0	45.2	45.7	0.0	43.6
LnGrp LOS	E	C	B	B	C	C	D	A	D	D	A	D
Approach Vol, veh/h		1503			2277			71				23
Approach Delay, s/veh		21.5			30.3			45.0				44.8
Approach LOS		C			C			D				D
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		107.1		41.1	11.5	95.6		41.1				
Change Period (Y+Rc), s		* 6.7		* 6.1	* 6.7	* 6.7		* 6.1				
Max Green Setting (Gmax), s		* 1E2		* 36	* 9.1	* 85		* 36				
Max Q Clear Time (g_c+I1), s		79.6		6.5	4.4	75.0		5.7				
Green Ext Time (p_c), s		20.8		0.3	0.1	9.0		0.1				

Intersection Summary

HCM 6th Ctrl Delay	27.2
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	77.6	65.0	55.0	65.6
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	25	25
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	75.0	75.0	75.0	75.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.18	3.19	2.02	2.18
Pedestrian Crosswalk LOS	C	C	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1503	2277	71	23
Effct. Green for Bike (s)	92.5	102.9	7.7	7.7
Cross Street Width (ft)	55.0	65.6	65.0	77.6
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1233	1372	103	103
Bicycle Delay (s/bike)	11.0	7.4	67.5	67.5
Bicycle Compliance	Fair	Good	Poor	Poor
Bicycle LOS Score	3.64	4.44	2.67	2.78
Bicycle LOS	D	D	C	C



Intersection: 1: SR 789 & Sarasota Harbour West WB only

Movement	SB
Directions Served	R
Maximum Queue (ft)	30
Average Queue (ft)	2
95th Queue (ft)	15
Link Distance (ft)	772
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Plymouth Harbor Ent/Sarasota Harbour West Ent & SR 789

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	T	L	LT	R	LT
Maximum Queue (ft)	24	2	83	50	46	35
Average Queue (ft)	3	0	26	8	8	6
95th Queue (ft)	16	2	68	34	32	24
Link Distance (ft)		533		588		598
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	220		230		30	
Storage Blk Time (%)				20	2	15
Queuing Penalty (veh)				2	0	0

Intersection: 3: Yacht Club Ent/Sarasota Harbour East Ent & SR 789

Movement	EB	WB	WB	NB	SB	SB
Directions Served	L	L	T	LTR	LT	R
Maximum Queue (ft)	16	56	500	54	36	32
Average Queue (ft)	1	21	18	14	5	3
95th Queue (ft)	8	51	365	44	23	17
Link Distance (ft)			2530	544	592	
Upstream Blk Time (%)			0			
Queuing Penalty (veh)			0			
Storage Bay Dist (ft)	240	240				20
Storage Blk Time (%)					9	2
Queuing Penalty (veh)					0	0

Intersection: 4: Bird Key Dr/Park Ent & SR 789

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	LT	R	L	TR
Maximum Queue (ft)	125	443	452	265	279	952	919	75	64	46	44
Average Queue (ft)	13	248	267	31	88	524	512	16	26	12	10
95th Queue (ft)	66	386	403	148	240	896	871	51	59	37	34
Link Distance (ft)		2530	2530			1697	1697	1131			587
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	240			240	230				20	30	
Storage Blk Time (%)		7	10	0		23		17	19	14	10
Queuing Penalty (veh)		1	4	0		17		9	3	1	1

Network Summary

Network wide Queuing Penalty: 38

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	2117	1350	1	0	7
Future Vol, veh/h	0	2117	1350	1	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	0	2228	1421	1	0	7

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.9
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	371
HCM Lane V/C Ratio	-	-	-	0.02
HCM Control Delay (s)	-	-	-	14.9
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Approach		
Approach Direction	EB	
Median Present?	Yes	
Approach Delay(s)	8385.2	
Level of Service	F	
Crosswalk		
Length (ft)	40	29
Lanes Crossed	2	2
Veh Vol Crossed	2117	1350
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	14.43	11.29
Prob of Delayed X-ing	1.00	0.99
Prob of Blocked Lane	0.99	0.88
Delay for adq Gap	8217.16	172.19
Avg Ped Delay (s)	8215.47	169.69

Approach		
Approach Direction	WB	
Median Present?	Yes	
Approach Delay(s)	1863.4	
Level of Service	F	
Crosswalk		
Length (ft)	40	29
Lanes Crossed	2	2
Veh Vol Crossed	1350	2117
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	14.43	11.29
Prob of Delayed X-ing	1.00	1.00
Prob of Blocked Lane	0.93	0.96
Delay for adq Gap	582.28	1285.38
Avg Ped Delay (s)	579.68	1283.69



Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗	↘	↘	↗	↘		↗	↘		↗	↘
Traffic Vol, veh/h	8	2107	2	16	1349	4	0	0	8	3	1	2
Future Vol, veh/h	8	2107	2	16	1349	4	0	0	8	3	1	2
Conflicting Peds, #/hr	54	0	37	37	0	54	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	220	-	230	230	-	220	-	-	30	-	-	30
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	8	2218	2	17	1420	4	0	0	8	3	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1474	0	0	2255	0	0	3016	3779	1146	2633	3779	764
Stage 1	-	-	-	-	-	-	2271	2271	-	1508	1508	-
Stage 2	-	-	-	-	-	-	745	1508	-	1125	2271	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.58	6.58	6.98	7.58	6.58	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.54	4.04	3.34	3.54	4.04	3.34
Pot Cap-1 Maneuver	443	-	-	218	-	-	6	4	190	11	4	342
Stage 1	-	-	-	-	-	-	40	73	-	124	179	-
Stage 2	-	-	-	-	-	-	368	179	-	215	73	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	420	-	-	210	-	-	4	3	183	9	3	324
Mov Cap-2 Maneuver	-	-	-	-	-	-	4	3	-	9	3	-
Stage 1	-	-	-	-	-	-	38	69	-	115	156	-
Stage 2	-	-	-	-	-	-	334	156	-	201	69	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			25.6			\$ 657.6		
HCM LOS							D			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	183	420	-	-	210	-	-	6	324
HCM Lane V/C Ratio	-	0.046	0.02	-	-	0.08	-	-	0.702	0.006
HCM Control Delay (s)	0	25.6	13.7	-	-	23.6	-	-	\$ 978.3	16.2
HCM Lane LOS	A	D	B	-	-	C	-	-	F	C
HCM 95th %tile Q(veh)	-	0.1	0.1	-	-	0.3	-	-	1.1	0

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Approach**

Approach Direction	EB
Median Present?	Yes
Approach Delay(s)	1462.0
Level of Service	F

**Crosswalk**

Length (ft)	29	31
Lanes Crossed	2	2
Veh Vol Crossed	2107	1349
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.29	11.86
Prob of Delayed X-ing	1.00	0.99
Prob of Blocked Lane	0.96	0.89
Delay for adq Gap	1251.32	214.95
Avg Ped Delay (s)	1249.63	212.42

**Approach**

Approach Direction	WB
Median Present?	Yes
Approach Delay(s)	1206.4
Level of Service	F

**Crosswalk**

Length (ft)	28	28
Lanes Crossed	2	2
Veh Vol Crossed	1349	2107
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.00
Prob of Delayed X-ing	0.98	1.00
Prob of Blocked Lane	0.87	0.96
Delay for adq Gap	153.42	1057.18
Avg Ped Delay (s)	150.93	1055.49

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗		↔			↖	↗
Traffic Vol, veh/h	4	2113	1	25	1363	1	3	0	11	6	0	1
Future Vol, veh/h	4	2113	1	25	1363	1	3	0	11	6	0	1
Conflicting Peds, #/hr	61	0	46	46	0	61	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	240	-	250	240	-	240	-	-	-	-	-	20
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	4	2224	1	26	1435	1	3	0	12	6	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1496	0	0	2270	0	0	3048	3826	1158	2668	3826	779
Stage 1	-	-	-	-	-	-	2278	2278	-	1548	1548	-
Stage 2	-	-	-	-	-	-	770	1548	-	1120	2278	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.58	6.58	6.98	7.58	6.58	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.54	4.04	3.34	3.54	4.04	3.34
Pot Cap-1 Maneuver	435	-	-	215	-	-	5	4	186	10	4	334
Stage 1	-	-	-	-	-	-	40	72	-	117	171	-
Stage 2	-	-	-	-	-	-	355	171	-	217	72	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	410	-	-	206	-	-	4	3	178	8	3	315
Mov Cap-2 Maneuver	-	-	-	-	-	-	4	3	-	8	3	-
Stage 1	-	-	-	-	-	-	38	68	-	109	141	-
Stage 2	-	-	-	-	-	-	309	141	-	201	68	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.5			\$ 475.8			\$ 696.9		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	17	410	-	-	206	-	-	8	315
HCM Lane V/C Ratio	0.867	0.01	-	-	0.128	-	-	0.789	0.003
HCM Control Delay (s)	\$ 475.8	13.9	-	-	25	-	-	\$ 810.3	16.5
HCM Lane LOS	F	B	-	-	D	-	-	F	C
HCM 95th %tile Q(veh)	2.2	0	-	-	0.4	-	-	1.4	0

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Approach**

Approach Direction	EB	
Median Present?	Yes	
Approach Delay(s)	1228.6	
Level of Service	F	

**Crosswalk**

Length (ft)	28	28
Lanes Crossed	2	2
Veh Vol Crossed	2113	1363
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.00
Prob of Delayed X-ing	1.00	0.98
Prob of Blocked Lane	0.96	0.88
Delay for adq Gap	1073.85	158.86
Avg Ped Delay (s)	1072.16	156.39

**Approach**

Approach Direction	WB	
Median Present?	Yes	
Approach Delay(s)	1426.3	
Level of Service	F	

**Crosswalk**

Length (ft)	28	29
Lanes Crossed	2	2
Veh Vol Crossed	1363	2113
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.29
Prob of Delayed X-ing	0.98	1.00
Prob of Blocked Lane	0.88	0.96
Delay for adq Gap	158.86	1271.64
Avg Ped Delay (s)	156.39	1269.95

HCM 6th Signalized Intersection Summary  
4: Bird Key Dr/Park Ent & SR 789

2025 Build  
PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	2086	37	56	1363	22	12	1	55	19	1	14
Future Volume (veh/h)	11	2086	37	56	1363	22	12	1	55	19	1	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.96	0.90		0.88	0.91		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	12	2196	39	59	1435	23	13	1	58	20	1	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	185	2107	865	102	2387	38	314	22	325	313	21	314
Arrive On Green	0.60	0.60	0.60	0.03	0.68	0.68	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	357	3497	1436	1753	3520	56	1136	95	1378	1203	89	1333
Grp Volume(v), veh/h	12	2196	39	59	712	746	14	0	58	20	0	16
Grp Sat Flow(s),veh/h/ln	357	1749	1436	1753	1749	1828	1231	0	1378	1203	0	1422
Q Serve(g_s), s	3.2	89.5	1.6	0.8	32.9	33.0	1.1	0.0	5.0	2.0	0.0	1.3
Cycle Q Clear(g_c), s	36.2	89.5	1.6	0.8	32.9	33.0	2.3	0.0	5.0	4.3	0.0	1.3
Prop In Lane	1.00		1.00	1.00		0.03	0.93		1.00	1.00		0.94
Lane Grp Cap(c), veh/h	185	2107	865	102	1186	1239	337	0	325	313	0	335
V/C Ratio(X)	0.07	1.04	0.05	0.58	0.60	0.60	0.04	0.00	0.18	0.06	0.00	0.05
Avail Cap(c_a), veh/h	185	2107	865	107	1191	1245	345	0	334	321	0	345
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.5	29.5	12.1	69.8	13.0	13.0	44.6	0.0	45.3	46.0	0.0	43.9
Incr Delay (d2), s/veh	0.3	31.7	0.0	6.8	1.3	1.2	0.1	0.0	0.3	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	44.5	0.5	2.4	12.7	13.2	0.4	0.0	1.8	0.6	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.8	61.2	12.1	76.6	14.3	14.2	44.6	0.0	45.6	46.1	0.0	44.0
LnGrp LOS	C	F	B	E	B	B	D	A	D	D	A	D
Approach Vol, veh/h		2247			1517			72				36
Approach Delay, s/veh		60.2			16.7			45.4				45.1
Approach LOS		E			B			D				D
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		107.5		41.1	11.3	96.2		41.1				
Change Period (Y+Rc), s		* 6.7		* 6.1	* 6.7	* 6.7		* 6.1				
Max Green Setting (Gmax), s		* 1E2		* 36	* 5	* 90		* 36				
Max Q Clear Time (g_c+I1), s		35.0		7.0	2.8	91.5		6.3				
Green Ext Time (p_c), s		35.3		0.3	0.0	0.0		0.1				

Intersection Summary

HCM 6th Ctrl Delay	42.7
HCM 6th LOS	D

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	77.6	65.0	55.0	65.6
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	25	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	75.0	75.0	75.0	75.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.19	3.19	2.02	2.18
Pedestrian Crosswalk LOS	C	C	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2247	1517	72	36
Effct. Green for Bike (s)	94.3	103.5	8.0	8.0
Cross Street Width (ft)	55.0	65.6	65.0	77.6
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1257	1380	107	107
Bicycle Delay (s/bike)	10.3	7.2	67.2	67.2
Bicycle Compliance	Fair	Good	Poor	Poor
Bicycle LOS Score	4.25	3.81	2.67	2.81
Bicycle LOS	D	D	C	C





Intersection: 1: SR 789 & Sarasota Harbour West WB only

Movement	WB	SB
Directions Served	T	R
Maximum Queue (ft)	3	38
Average Queue (ft)	0	9
95th Queue (ft)	3	31
Link Distance (ft)	533	772
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Plymouth Harbor Ent/Sarasota Harbour West Ent & SR 789

Movement	EB	EB	WB	NB	SB	SB
Directions Served	L	T	L	R	LT	R
Maximum Queue (ft)	27	2	77	35	40	22
Average Queue (ft)	4	0	22	8	8	2
95th Queue (ft)	19	2	67	30	30	15
Link Distance (ft)		533			598	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	220		230	30		30
Storage Blk Time (%)				4	28	1
Queuing Penalty (veh)				0	1	0

Intersection: 3: Yacht Club Ent/Sarasota Harbour East Ent & SR 789

Movement	EB	EB	EB	WB	NB	SB	SB
Directions Served	L	T	T	L	LTR	LT	R
Maximum Queue (ft)	25	1	4	77	92	61	42
Average Queue (ft)	3	0	0	23	37	12	2
95th Queue (ft)	15	1	4	60	122	43	20
Link Distance (ft)		590	590		544	592	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	240			240			20
Storage Blk Time (%)						24	1
Queuing Penalty (veh)						0	0

Intersection: 4: Bird Key Dr/Park Ent & SR 789

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	LT	R	L	TR
Maximum Queue (ft)	161	1360	1395	290	264	364	370	104	69	56	55
Average Queue (ft)	15	852	881	48	62	212	210	20	33	19	11
95th Queue (ft)	86	1482	1524	211	150	332	333	69	66	50	39
Link Distance (ft)		2530	2530			1697	1697	1131			587
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	240			240	230				20	30	
Storage Blk Time (%)		32	34			5		13	36	23	6
Queuing Penalty (veh)		4	13			3		7	5	3	1

Network Summary

Network wide Queuing Penalty: 37

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	1548	2182	1	0	2
Future Vol, veh/h	0	1548	2182	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	0	1629	2297	1	0	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 1149
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.98
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.34
Pot Cap-1 Maneuver	0	-	- 0 189
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 189
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	24.3
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	189
HCM Lane V/C Ratio	-	-	-	0.011
HCM Control Delay (s)	-	-	-	24.3
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0

**Approach**

Approach Direction	EB
Median Present?	Yes
Approach Delay(s)	2663.6
Level of Service	F

**Crosswalk**

Length (ft)	40	29
Lanes Crossed	2	2
Veh Vol Crossed	1548	2182
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	14.43	11.29
Prob of Delayed X-ing	1.00	1.00
Prob of Blocked Lane	0.96	0.97
Delay for adq Gap	1136.39	1531.09
Avg Ped Delay (s)	1134.10	1529.46

**Approach**

Approach Direction	WB
Median Present?	Yes
Approach Delay(s)	10631.4
Level of Service	F

**Crosswalk**

Length (ft)	40	29
Lanes Crossed	2	2
Veh Vol Crossed	2182	1548
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	14.43	11.29
Prob of Delayed X-ing	1.00	0.99
Prob of Blocked Lane	0.99	0.91
Delay for adq Gap	10348.70	286.55
Avg Ped Delay (s)	10347.05	284.31

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗	↘	↘	↗	↘		↗	↘		↗	↘
Traffic Vol, veh/h	7	1528	13	43	2183	7	3	0	9	4	0	0
Future Vol, veh/h	7	1528	13	43	2183	7	3	0	9	4	0	0
Conflicting Peds, #/hr	54	0	37	37	0	54	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	220	-	230	230	-	220	-	-	30	-	-	30
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	7	1608	14	45	2298	7	3	0	9	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2352	0	0	1645	0	0	2898	4101	841	3260	4101	1203
Stage 1	-	-	-	-	-	-	1659	1659	-	2442	2442	-
Stage 2	-	-	-	-	-	-	1239	2442	-	818	1659	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.58	6.58	6.98	7.58	6.58	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.54	4.04	3.34	3.54	4.04	3.34
Pot Cap-1 Maneuver	199	-	-	380	-	-	7	2	304	~4	2	174
Stage 1	-	-	-	-	-	-	99	150	-	31	59	-
Stage 2	-	-	-	-	-	-	183	59	-	332	150	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	189	-	-	367	-	-	6	2	293	~3	2	165
Mov Cap-2 Maneuver	-	-	-	-	-	-	6	2	-	~3	2	-
Stage 1	-	-	-	-	-	-	92	139	-	28	49	-
Stage 2	-	-	-	-	-	-	161	49	-	309	139	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			235.8			\$ 2171.1		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	6	293	189	-	-	367	-	-	3	-
HCM Lane V/C Ratio	0.526	0.032	0.039	-	-	0.123	-	-	1.404	-
HCM Control Delay (s)	\$ 890.2	17.7	24.8	-	-	16.2	-	-	\$ 2171.1	0
HCM Lane LOS	F	C	C	-	-	C	-	-	F	A
HCM 95th %tile Q(veh)	0.9	0.1	0.1	-	-	0.4	-	-	1.3	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Approach**

Approach Direction	EB
Median Present?	Yes
Approach Delay(s)	2443.3
Level of Service	F

**Crosswalk**

Length (ft)	29	31
Lanes Crossed	2	2
Veh Vol Crossed	1528	2183
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.29	11.86
Prob of Delayed X-ing	0.99	1.00
Prob of Blocked Lane	0.91	0.97
Delay for adq Gap	272.10	2175.11
Avg Ped Delay (s)	269.84	2173.47

**Approach**

Approach Direction	WB
Median Present?	Yes
Approach Delay(s)	1525.6
Level of Service	F

**Crosswalk**

Length (ft)	28	28
Lanes Crossed	2	2
Veh Vol Crossed	2183	1528
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.00
Prob of Delayed X-ing	1.00	0.99
Prob of Blocked Lane	0.96	0.90
Delay for adq Gap	1289.50	240.00
Avg Ped Delay (s)	1287.86	237.75

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗		↔			↖	↗
Traffic Vol, veh/h	3	1539	8	34	2230	9	2	0	13	3	0	1
Future Vol, veh/h	3	1539	8	34	2230	9	2	0	13	3	0	1
Conflicting Peds, #/hr	61	0	46	46	0	61	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	240	-	250	240	-	240	-	-	-	-	-	20
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	3	1620	8	36	2347	9	2	0	14	3	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2408	0	0	1666	0	0	2918	4152	856	3296	4152	1235
Stage 1	-	-	-	-	-	-	1672	1672	-	2480	2480	-
Stage 2	-	-	-	-	-	-	1246	2480	-	816	1672	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.58	6.58	6.98	7.58	6.58	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.54	4.04	3.34	3.54	4.04	3.34
Pot Cap-1 Maneuver	189	-	-	373	-	-	7	2	297	~3	2	165
Stage 1	-	-	-	-	-	-	98	148	-	29	57	-
Stage 2	-	-	-	-	-	-	181	57	-	333	148	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	178	-	-	357	-	-	6	2	284	~2	2	155
Mov Cap-2 Maneuver	-	-	-	-	-	-	6	2	-	~2	2	-
Stage 1	-	-	-	-	-	-	92	139	-	27	48	-
Stage 2	-	-	-	-	-	-	162	48	-	312	139	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			144.6			\$ 2312.3		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	40	178	-	-	357	-	-	2	155
HCM Lane V/C Ratio	0.395	0.018	-	-	0.1	-	-	1.579	0.007
HCM Control Delay (s)	144.6	25.6	-	-	16.2	-	-	\$ 3073.6	28.4
HCM Lane LOS	F	D	-	-	C	-	-	F	D
HCM 95th %tile Q(veh)	1.4	0.1	-	-	0.3	-	-	1.2	0

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Approach**

Approach Direction	EB	
Median Present?	Yes	
Approach Delay(s)	1701.6	
Level of Service	F	

**Crosswalk**

Length (ft)	28	28
Lanes Crossed	2	2
Veh Vol Crossed	1539	2230
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.00
Prob of Delayed X-ing	0.99	1.00
Prob of Blocked Lane	0.90	0.97
Delay for adq Gap	246.73	1458.70
Avg Ped Delay (s)	244.49	1457.10

**Approach**

Approach Direction	WB	
Median Present?	Yes	
Approach Delay(s)	1734.8	
Level of Service	F	

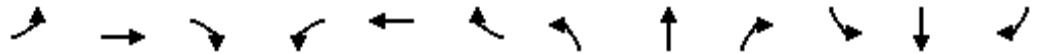
**Crosswalk**

Length (ft)	28	29
Lanes Crossed	2	2
Veh Vol Crossed	2230	1539
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.29
Prob of Delayed X-ing	1.00	0.99
Prob of Blocked Lane	0.97	0.91
Delay for adq Gap	1458.70	279.95
Avg Ped Delay (s)	1457.10	277.70



HCM 6th Signalized Intersection Summary  
 4: Bird Key Dr/Park Ent & SR 789

2045 Build  
 AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1509	42	79	2240	47	19	0	54	13	1	10
Future Volume (veh/h)	10	1509	42	79	2240	47	19	0	54	13	1	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.96	0.90		0.88	0.91		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	11	1588	44	83	2358	49	20	0	57	14	1	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	49	2104	864	187	2377	49	332	0	324	308	28	308
Arrive On Green	0.60	0.60	0.60	0.03	0.68	0.68	0.23	0.00	0.23	0.23	0.23	0.23
Sat Flow, veh/h	142	3497	1436	1753	3500	72	1209	0	1378	1205	119	1310
Grp Volume(v), veh/h	11	1588	44	83	1173	1234	20	0	57	14	0	12
Grp Sat Flow(s),veh/h/ln	142	1749	1436	1753	1749	1824	1209	0	1378	1205	0	1429
Q Serve(g_s), s	1.1	49.4	1.9	2.6	97.3	100.1	1.9	0.0	4.9	1.4	0.0	1.0
Cycle Q Clear(g_c), s	89.7	49.4	1.9	2.6	97.3	100.1	2.8	0.0	4.9	4.2	0.0	1.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		0.92
Lane Grp Cap(c), veh/h	49	2104	864	187	1188	1239	332	0	324	308	0	336
V/C Ratio(X)	0.22	0.75	0.05	0.44	0.99	1.00	0.06	0.00	0.18	0.05	0.00	0.04
Avail Cap(c_a), veh/h	49	2104	864	249	1188	1239	341	0	333	316	0	345
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	74.5	21.7	12.2	21.9	23.3	23.7	45.1	0.0	45.5	46.3	0.0	44.0
Incr Delay (d2), s/veh	4.8	1.9	0.1	1.6	23.1	24.7	0.1	0.0	0.3	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	20.0	0.6	1.4	43.9	47.4	0.6	0.0	1.7	0.4	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.2	23.6	12.2	23.5	46.4	48.5	45.1	0.0	45.7	46.4	0.0	44.0
LnGrp LOS	E	C	B	C	D	D	D	A	D	D	A	D
Approach Vol, veh/h		1643			2490			77				26
Approach Delay, s/veh		23.6			46.7			45.6				45.3
Approach LOS		C			D			D				D
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		107.9		41.1	11.5	96.4		41.1				
Change Period (Y+Rc), s		* 6.7		* 6.1	* 6.7	* 6.7		* 6.1				
Max Green Setting (Gmax), s		* 1E2		* 36	* 10	* 84		* 36				
Max Q Clear Time (g_c+I1), s		102.1		6.9	4.6	91.7		6.2				
Green Ext Time (p_c), s		0.0		0.3	0.1	0.0		0.1				

Intersection Summary

HCM 6th Ctrl Delay	37.7
HCM 6th LOS	D

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	77.6	65.0	55.0	65.6
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	25	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	75.0	75.0	75.0	75.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.25	3.27	2.03	2.18
Pedestrian Crosswalk LOS	C	C	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1643	2490	77	26
Effct. Green for Bike (s)	90.1	105.0	7.8	7.8
Cross Street Width (ft)	55.0	65.6	65.0	77.6
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1201	1400	104	104
Bicycle Delay (s/bike)	12.0	6.8	67.4	67.4
Bicycle Compliance	Fair	Good	Poor	Poor
Bicycle LOS Score	3.76	4.62	2.68	2.79
Bicycle LOS	D	E	C	C



Intersection: 1: SR 789 & Sarasota Harbour West WB only

Movement	WB	SB
Directions Served	T	R
Maximum Queue (ft)	5	32
Average Queue (ft)	0	2
95th Queue (ft)	4	16
Link Distance (ft)	533	772
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Plymouth Harbor Ent/Sarasota Harbour West Ent & SR 789

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	T	L	LT	R	LT
Maximum Queue (ft)	33	2	120	42	42	50
Average Queue (ft)	4	0	32	7	10	10
95th Queue (ft)	19	0	84	29	36	36
Link Distance (ft)		533		588		598
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	220		230		30	
Storage Blk Time (%)				23	3	25
Queuing Penalty (veh)				2	0	0

Intersection: 3: Yacht Club Ent/Sarasota Harbour East Ent & SR 789

Movement	EB	EB	WB	NB	SB	SB
Directions Served	L	T	L	LTR	LT	R
Maximum Queue (ft)	18	2	64	70	37	18
Average Queue (ft)	1	0	21	15	5	1
95th Queue (ft)	10	2	52	49	23	10
Link Distance (ft)		590		544	592	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	240		240			20
Storage Blk Time (%)					9	1
Queuing Penalty (veh)					0	0

Intersection: 4: Bird Key Dr/Park Ent & SR 789

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	LT	R	L	TR
Maximum Queue (ft)	150	514	535	290	280	1749	1746	96	70	59	53
Average Queue (ft)	15	291	304	39	99	1285	1268	18	30	14	8
95th Queue (ft)	70	468	480	180	258	2053	2034	59	66	45	33
Link Distance (ft)		2530	2530			1697	1697	1131			587
Upstream Blk Time (%)						18	16				
Queuing Penalty (veh)						0	0				
Storage Bay Dist (ft)	240			240	230				20	30	
Storage Blk Time (%)		12	15		0	30		17	25	17	8
Queuing Penalty (veh)		1	6		0	24		9	5	2	1

Network Summary

Network wide Queuing Penalty: 51

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	2318	1477	1	0	8
Future Vol, veh/h	0	2318	1477	1	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	0	2440	1555	1	0	8

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 778
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.98
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.34
Pot Cap-1 Maneuver	0	-	- 0 335
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 335
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	335
HCM Lane V/C Ratio	-	-	-	0.025
HCM Control Delay (s)	-	-	-	16
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.1

Approach		
Approach Direction	EB	
Median Present?	Yes	
Approach Delay(s)	17045.3	
Level of Service	F	
Crosswalk		
Length (ft)	40	29
Lanes Crossed	2	2
Veh Vol Crossed	2318	1477
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	14.43	11.29
Prob of Delayed X-ing	1.00	0.99
Prob of Blocked Lane	0.99	0.90
Delay for adq Gap	16810.65	238.54
Avg Ped Delay (s)	16809.10	236.21

Approach		
Approach Direction	WB	
Median Present?	Yes	
Approach Delay(s)	3101.6	
Level of Service	F	
Crosswalk		
Length (ft)	40	29
Lanes Crossed	2	2
Veh Vol Crossed	1477	2318
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	14.43	11.29
Prob of Delayed X-ing	1.00	1.00
Prob of Blocked Lane	0.95	0.97
Delay for adq Gap	892.99	2212.51
Avg Ped Delay (s)	890.59	2210.97



Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗		↘	↗		↘	↗
Traffic Vol, veh/h	9	2306	3	18	1473	4	0	0	8	3	1	2
Future Vol, veh/h	9	2306	3	18	1473	4	0	0	8	3	1	2
Conflicting Peds, #/hr	54	0	37	37	0	54	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	220	-	230	230	-	220	-	-	30	-	-	30
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	9	2427	3	19	1551	4	0	0	8	3	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1605	0	0	2464	0	0	3296	4125	1251	2875	4125	830
Stage 1	-	-	-	-	-	-	2482	2482	-	1643	1643	-
Stage 2	-	-	-	-	-	-	814	1643	-	1232	2482	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.58	6.58	6.98	7.58	6.58	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.54	4.04	3.34	3.54	4.04	3.34
Pot Cap-1 Maneuver	394	-	-	180	-	-	3	2	161	7	2	309
Stage 1	-	-	-	-	-	-	29	56	-	102	153	-
Stage 2	-	-	-	-	-	-	334	153	-	185	56	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	374	-	-	174	-	-	2	2	155	6	2	293
Mov Cap-2 Maneuver	-	-	-	-	-	-	2	2	-	6	2	-
Stage 1	-	-	-	-	-	-	27	53	-	94	129	-
Stage 2	-	-	-	-	-	-	293	129	-	171	53	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			29.6			\$ 1052.4		
HCM LOS							D			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	155	374	-	-	174	-	-	4	293
HCM Lane V/C Ratio	-	0.054	0.025	-	-	0.109	-	-	1.053	0.007
HCM Control Delay (s)	0	29.6	14.9	-	-	28.2	-	-	\$ 1569.9	17.4
HCM Lane LOS	A	D	B	-	-	D	-	-	F	C
HCM 95th %tile Q(veh)	-	0.2	0.1	-	-	0.4	-	-	1.3	0

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Approach**

Approach Direction	EB
Median Present?	Yes
Approach Delay(s)	2438.4
Level of Service	F

**Crosswalk**

Length (ft)	29	31
Lanes Crossed	2	2
Veh Vol Crossed	2306	1473
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.29	11.86
Prob of Delayed X-ing	1.00	0.99
Prob of Blocked Lane	0.97	0.91
Delay for adq Gap	2141.55	300.73
Avg Ped Delay (s)	2140.00	298.38

**Approach**

Approach Direction	WB
Median Present?	Yes
Approach Delay(s)	1987.0
Level of Service	F

**Crosswalk**

Length (ft)	28	28
Lanes Crossed	2	2
Veh Vol Crossed	1473	2306
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.00
Prob of Delayed X-ing	0.99	1.00
Prob of Blocked Lane	0.89	0.97
Delay for adq Gap	209.06	1781.78
Avg Ped Delay (s)	206.74	1780.23

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗	↘	↘	↗	↘		↔			↗	↘
Traffic Vol, veh/h	5	2311	1	28	1488	1	3	0	11	6	0	1
Future Vol, veh/h	5	2311	1	28	1488	1	3	0	11	6	0	1
Conflicting Peds, #/hr	61	0	46	46	0	61	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	240	-	250	240	-	240	-	-	-	-	-	20
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	5	2433	1	29	1566	1	3	0	12	6	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1627	0	0	2479	0	0	3330	4174	1263	2912	4174	844
Stage 1	-	-	-	-	-	-	2489	2489	-	1685	1685	-
Stage 2	-	-	-	-	-	-	841	1685	-	1227	2489	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.58	6.58	6.98	7.58	6.58	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.54	4.04	3.34	3.54	4.04	3.34
Pot Cap-1 Maneuver	386	-	-	177	-	-	~3	2	158	7	2	303
Stage 1	-	-	-	-	-	-	29	56	-	96	146	-
Stage 2	-	-	-	-	-	-	321	146	-	186	56	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	364	-	-	169	-	-	~2	1	151	~5	1	285
Mov Cap-2 Maneuver	-	-	-	-	-	-	~2	1	-	~5	1	-
Stage 1	-	-	-	-	-	-	27	53	-	89	114	-
Stage 2	-	-	-	-	-	-	265	114	-	169	53	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.6	\$ 1109.9	\$ 1225.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	9	364	-	-	169	-	-	5	285
HCM Lane V/C Ratio	1.637	0.014	-	-	0.174	-	-	1.263	0.004
HCM Control Delay (s)	\$ 1109.9	15	-	-	30.7	-	-	\$ 1426.7	17.7
HCM Lane LOS	F	C	-	-	D	-	-	F	C
HCM 95th %tile Q(veh)	2.7	0	-	-	0.6	-	-	1.6	0

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Approach**

Approach Direction	EB	
Median Present?	Yes	
Approach Delay(s)	2018.7	
Level of Service	F	

**Crosswalk**

Length (ft)	28	28
Lanes Crossed	2	2
Veh Vol Crossed	2311	1488
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.00
Prob of Delayed X-ing	1.00	0.99
Prob of Blocked Lane	0.97	0.90
Delay for adq Gap	1805.45	217.07
Avg Ped Delay (s)	1803.90	214.77

**Approach**

Approach Direction	WB	
Median Present?	Yes	
Approach Delay(s)	2384.1	
Level of Service	F	

**Crosswalk**

Length (ft)	28	29
Lanes Crossed	2	2
Veh Vol Crossed	1488	2311
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.29
Prob of Delayed X-ing	0.99	1.00
Prob of Blocked Lane	0.90	0.97
Delay for adq Gap	217.07	2170.83
Avg Ped Delay (s)	214.77	2169.28

HCM 6th Signalized Intersection Summary  
4: Bird Key Dr/Park Ent & SR 789

2045 Build  
PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	2281	40	61	1487	24	13	1	60	21	1	16
Future Volume (veh/h)	12	2281	40	61	1487	24	13	1	60	21	1	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.96	0.90		0.88	0.91		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	13	2401	42	64	1565	25	14	1	63	22	1	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	157	2105	864	103	2388	38	314	21	325	310	19	316
Arrive On Green	0.60	0.60	0.60	0.03	0.68	0.68	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	315	3497	1436	1753	3520	56	1133	88	1378	1199	79	1341
Grp Volume(v), veh/h	13	2401	42	64	776	814	15	0	63	22	0	18
Grp Sat Flow(s),veh/h/ln	315	1749	1436	1753	1749	1828	1221	0	1378	1199	0	1420
Q Serve(g_s), s	4.2	89.5	1.8	1.2	38.2	38.4	1.2	0.0	5.4	2.2	0.0	1.5
Cycle Q Clear(g_c), s	42.6	89.5	1.8	1.2	38.2	38.4	2.6	0.0	5.4	4.8	0.0	1.5
Prop In Lane	1.00		1.00	1.00		0.03	0.93		1.00	1.00		0.94
Lane Grp Cap(c), veh/h	157	2105	864	103	1186	1240	335	0	325	310	0	335
V/C Ratio(X)	0.08	1.14	0.05	0.62	0.65	0.66	0.04	0.00	0.19	0.07	0.00	0.05
Avail Cap(c_a), veh/h	157	2105	864	107	1190	1244	343	0	334	317	0	344
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.4	29.6	12.1	69.9	13.8	13.9	44.8	0.0	45.5	46.3	0.0	44.0
Incr Delay (d2), s/veh	0.5	69.5	0.0	9.9	1.8	1.7	0.1	0.0	0.3	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	55.6	0.6	2.7	14.8	15.5	0.4	0.0	1.9	0.7	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	99.1	12.2	79.8	15.6	15.6	44.8	0.0	45.8	46.4	0.0	44.1
LnGrp LOS	C	F	B	E	B	B	D	A	D	D	A	D
Approach Vol, veh/h		2456			1654			78				40
Approach Delay, s/veh		97.2			18.1			45.6				45.4
Approach LOS		F			B			D				D
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		107.5		41.1	11.3	96.2		41.1				
Change Period (Y+Rc), s		* 6.7		* 6.1	* 6.7	* 6.7		* 6.1				
Max Green Setting (Gmax), s		* 1E2		* 36	* 5	* 90		* 36				
Max Q Clear Time (g_c+I1), s		40.4		7.4	3.2	91.5		6.8				
Green Ext Time (p_c), s		38.7		0.3	0.0	0.0		0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				64.8								
HCM 6th LOS				E								
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	77.6	65.0	55.0	65.6
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	25	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	75.0	75.0	75.0	75.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.25	3.27	2.02	2.18
Pedestrian Crosswalk LOS	C	C	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2456	1654	78	40
Effct. Green for Bike (s)	94.3	103.5	8.2	8.2
Cross Street Width (ft)	55.0	65.6	65.0	77.6
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1257	1380	109	109
Bicycle Delay (s/bike)	10.3	7.2	67.0	67.0
Bicycle Compliance	Fair	Good	Poor	Poor
Bicycle LOS Score	4.43	3.93	2.68	2.81
Bicycle LOS	D	D	C	C





Intersection: 1: SR 789 & Sarasota Harbour West WB only

Movement	EB	EB	SB
Directions Served	T	T	R
Maximum Queue (ft)	590	595	30
Average Queue (ft)	218	215	6
95th Queue (ft)	842	834	26
Link Distance (ft)	913	913	772
Upstream Blk Time (%)	13	13	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Plymouth Harbor Ent/Sarasota Harbour West Ent & SR 789

Movement	EB	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	LT	R	LT	R
Maximum Queue (ft)	140	489	494	124	140	32	59	53	78	52
Average Queue (ft)	15	173	175	5	51	2	12	20	26	3
95th Queue (ft)	100	566	570	68	151	42	81	58	79	23
Link Distance (ft)		533	533			590	588		598	
Upstream Blk Time (%)		1	2							
Queuing Penalty (veh)		14	19							
Storage Bay Dist (ft)	220			230	230			30		30
Storage Blk Time (%)		18	20		2	0		35	59	1
Queuing Penalty (veh)		2	1		17	0		0	1	0

Intersection: 3: Yacht Club Ent/Sarasota Harbour East Ent & SR 789

Movement	EB	EB	EB	EB	WB	NB	SB	SB
Directions Served	L	T	T	R	L	LTR	LT	R
Maximum Queue (ft)	171	603	606	67	118	168	81	22
Average Queue (ft)	10	250	253	2	34	62	22	1
95th Queue (ft)	89	697	701	41	97	196	62	12
Link Distance (ft)		590	590			544	592	
Upstream Blk Time (%)		1	1					
Queuing Penalty (veh)		8	10					
Storage Bay Dist (ft)	240			250	240			20
Storage Blk Time (%)		24	26		0		55	0
Queuing Penalty (veh)		1	0		0		1	0

Intersection: 4: Bird Key Dr/Park Ent & SR 789

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	LT	R	L	TR
Maximum Queue (ft)	237	2555	2557	290	261	423	412	127	72	59	60
Average Queue (ft)	19	1966	1986	57	74	246	243	23	35	17	14
95th Queue (ft)	107	3176	3181	236	187	379	376	79	71	49	44
Link Distance (ft)		2530	2530			1697	1697	1131			587
Upstream Blk Time (%)		2	2								
Queuing Penalty (veh)		18	23								
Storage Bay Dist (ft)	240			240	230				20	30	
Storage Blk Time (%)		36	37			8		14	38	21	8
Queuing Penalty (veh)		4	15			5		9	5	4	2

Network Summary

Network wide Queuing Penalty: 159

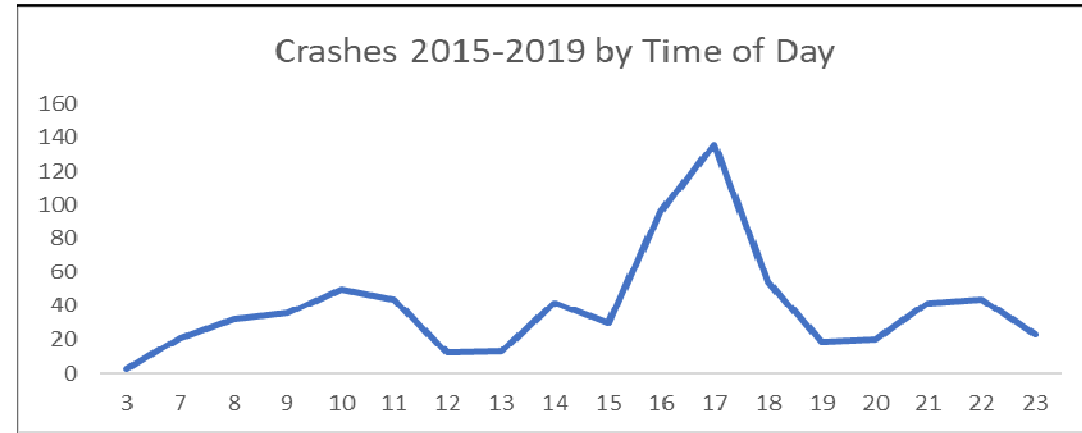
# APPENDIX E

## Crash Data

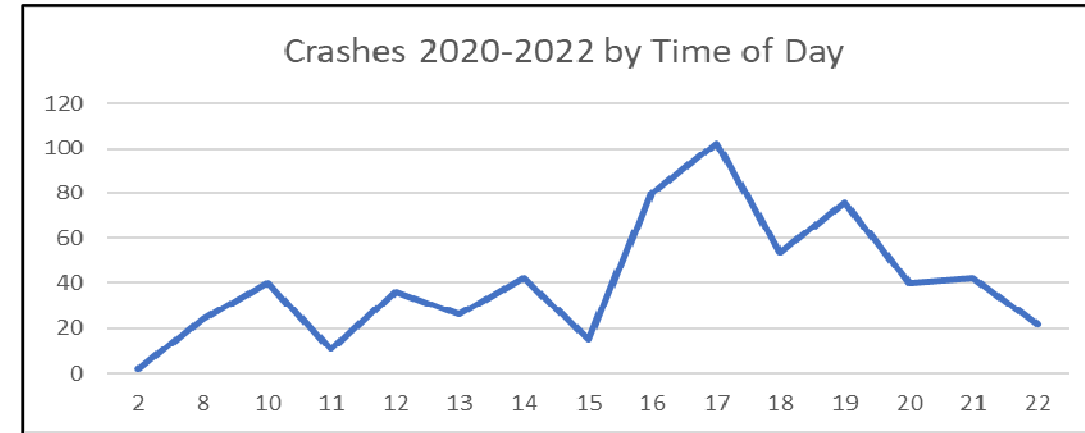




### 2015-2019 Crash Tables



### 2020-2022 Crash Tables



Crash Type	2015	2016	2017	2018	2019	Totals	Percent of Total
Bicycle	1					1	2%
Left Turn					1	1	2%
Off Road		1		2	2	5	9%
Other		2	1	1	3	7	12%
Pedestrian				1		1	2%
Rear End	7	8	4	5	4	28	49%
Rollover		1				1	2%
Sideswipe	1	5	2			8	14%
Unknown	1		1	3		5	9%
Annual Total	10	17	8	12	10	57	100%

Type	2020	2021	2022	Totals	%
Bicycle		1	1	2	5%
Head On			1	1	2%
Left Turn			1	1	2%
Off Road		2		2	5%
Other	2	3	4	9	22%
Pedestrian			1	1	2%
Rear End	7	7	4	18	44%
Right Turn			1	1	2%
Sideswipe		4	1	5	12%
Unknown	1			1	2%
Grand Total	10	17	14	41	100%

Crash Severity	2015	2016	2017	2018	2019	Totals	Percent of Total
Injury	4	4	3	5	1	17	30%
Property Damage	6	13	5	7	9	40	70%
Annual Total	10	17	8	12	10	57	100%

Severity	2020	2021	2022	Totals	%
Injury	2	4	4	10	24%
No Injury	8	13	8	29	71%
Serious Injury			2	2	5%
Grand Total	10	17	14	41	100%

Comparison of Crash Data  
2015-2019 VS 2020-2022

Weather Condit	2015	2016	2017	2018	2019	Totals	Percent of Total
Clear	6	12	7	10	10	45	79%
Cloudy	1	5				6	11%
Rain	3		1	2		6	11%
Annual Total	10	17	8	12	10	57	100%

Weather	2020	2021	2022	Totals	%
Clear	9	15	13	37	90%
Cloudy		1	1	2	5%
Rain	1	1		2	5%
Grand Total	10	17	14	41	1

Surface Cond	2015	2016	2017	2018	2019	Totals	Percent of Total
Dry	7	15	7	9	10	48	84%
(standing/moving)		1				1	2%
Wet	3	1	1	3		8	14%
Annual Total	10	17	8	12	10	57	100%

Road Surface	2020	2021	2022	Totals	%
Dry	9	15	14	38	93%
Wet	1	2		3	7%
Grand Total	10	17	14	41	1

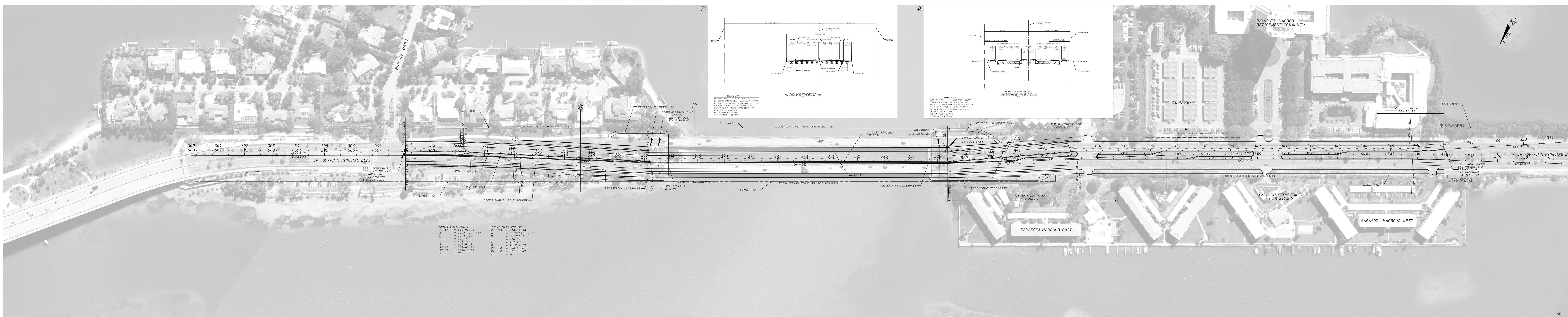
Light Conditio	2015	2016	2017	2018	2019	Totals	Percent of Total
Dark - Lighted	2	1	1	3	1	8	14%
Dark - Not Lighted		1				1	2%
Daylight	8	15	7	9	8	47	82%
Dusk					1	1	2%
Annual Total	10	17	8	12	10	57	100%

Lighting	2020	2021	2022	Totals	%
Dark - Lighted	1	4	3	8	20%
Daylight	9	12	10	31	76%
Dusk		1	1	2	5%
Grand Total	10	17	14	41	1

# APPENDIX F

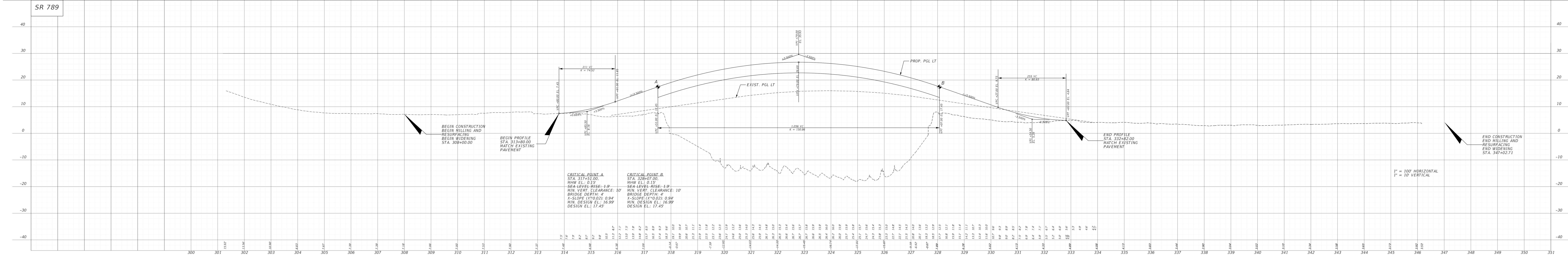
## SR 789 Build Alternative Concept Design





CURVE DATA PGL LT 1  
 PI STA = 310+88.42  
 D = 0213.04 (RT)  
 L = 504.87  
 ELEVATION AT PI = 559.45  
 PC STA = 308+03.95  
 PT STA = 312+74.01  
 P = 12.94%

CURVE DATA PGL RT 1  
 PI STA = 319+19.98  
 D = 0070.82 (RT)  
 L = 212.19  
 ELEVATION AT PI = 559.45  
 PC STA = 318+03.01  
 PT STA = 319+46.09  
 P = 12.94%



**CRITICAL POINT A**  
 STA 317+51.00  
 MIN. VERT. CLEARANCE: 10'  
 SEA LEVEL RISE: 1.9'  
 MIN. DESIGN EL.: 16.99'  
 DESIGN EL.: 17.45'

**CRITICAL POINT B**  
 STA 328+07.00  
 MIN. VERT. CLEARANCE: 10'  
 SEA LEVEL RISE: 1.9'  
 MIN. DESIGN EL.: 16.99'  
 DESIGN EL.: 17.45'

1" = 100' HORIZONTAL  
 1" = 10' VERTICAL